


  
**FEDERAL REGISTER**  
 OF THE UNITED STATES  
 1934  
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*Washington, Wednesday, August 19, 1936*

**PRESIDENT OF THE UNITED STATES.**

**EXECUTIVE ORDER**

**UINTA NATIONAL FOREST**

*Utah*

By virtue of and pursuant to the authority vested in me by section 24 of the act of March 3, 1891, ch. 561, 26 Stat. 1095, 1103, as amended (U. S. C., title 16, sec. 471), and the act of June 4, 1897, ch. 2, 30 Stat. 11, 34, 36 (U. S. C., title 16, sec. 473), and upon the recommendation of the Secretary of Agriculture, it is ordered that, subject to valid existing claims, the following-described lands in the State of Utah be, and they are hereby, included in and made a part of the Uinta National Forest:

**SALT LAKE MERIDIAN**

T. 12 S., R. 1 E., sec. 25, NE $\frac{1}{4}$ , E $\frac{1}{2}$ NW $\frac{1}{4}$ , SW $\frac{1}{4}$ NW $\frac{1}{4}$ , S $\frac{1}{2}$ :  
 sec. 26, E $\frac{1}{2}$ SE $\frac{1}{4}$ :  
 sec. 35, NE $\frac{1}{4}$ NE $\frac{1}{4}$ :  
 sec. 36, all; aggregating 1,360 acres.

The reservation made by this order supersedes as to any of the above-described lands affected thereby the temporary withdrawal for classification and other purposes made by Executive Order No. 6910 of November 26, 1934, as amended.

FRANKLIN D ROOSEVELT

THE WHITE HOUSE,

*August 17, 1936.*

[No. 74291]

[F. R. Doc. 1758—Filed, August 17, 1936; 4:29 p. m.]

**EXECUTIVE ORDER**

**WITHDRAWAL OF LAND FOR LOOKOUT SITE**

*Oregon*

By virtue of and pursuant to the authority vested in me by the act of June 25, 1910, ch. 421, 36 Stat. 847, as amended by the act of August 24, 1912, ch. 369, 37 Stat. 497, it is ordered as follows:

SECTION 1. Executive Order No. 6910 of November 26, 1934, as amended, temporarily withdrawing certain lands for classification and other purposes, is hereby revoked as to the following-described tract of public land in Oregon:

**WILLAMETTE MERIDIAN**

T. 37 S., R. 14 W., sec. 4, lot 15, 38.68 acres.

SECTION 2. Subject to valid existing rights, the tract of land described in section 1 of this order is hereby temporarily withdrawn from settlement, location, sale, or entry and reserved for use by the Forest Service of the Department of Agriculture as a lookout site in connection with the administration of the Siskiyou National Forest.

SECTION 3. Section 2 of this order shall continue in force and effect unless and until revoked by the President or by act of Congress.

FRANKLIN D ROOSEVELT

THE WHITE HOUSE

*August 17, 1936.*

[No. 74301]

[F. R. Doc. 1759—Filed, August 17, 1936; 4:29 p. m.]

**DEPARTMENT OF THE INTERIOR.**

**Division of Grazing.**

**UTAH GRAZING DISTRICT NO. 2**

**MODIFICATION**

AUGUST 7, 1936.

Under and pursuant to the provisions of the act of June 28, 1934 (48 Stat. 1269), departmental order of April 8, 1935, establishing Utah Grazing District No. 2, is hereby revoked so far as it affects the following-described lands, such revocation to be effective upon the inclusion of the lands within the Uinta National Forest:<sup>1</sup>

UTAH

**SALT LAKE MERIDIAN**

T. 12 S., R. 1 E., sec. 25, NE $\frac{1}{4}$ , NE $\frac{1}{4}$ NW $\frac{1}{4}$ , S $\frac{1}{2}$ NW $\frac{1}{4}$ , S $\frac{1}{2}$ :  
 sec. 26, E $\frac{1}{2}$ SE $\frac{1}{4}$ :  
 sec. 35, NE $\frac{1}{4}$ NE $\frac{1}{4}$ :  
 sec. 36, all.

T. A. WALTERS,

*Acting Secretary of the Interior.*

[F. R. Doc. 1753—Filed, August 17, 1936; 12:46 p. m.]

**DEPARTMENT OF AGRICULTURE.**

**Agricultural Adjustment Administration.**

PROCLAMATION MADE BY THE SECRETARY OF AGRICULTURE CONCERNING THE BASE PERIOD TO BE USED IN CONNECTION WITH THE EXECUTION OF A MARKETING AGREEMENT AND THE ISSUANCE OF AN ORDER REGULATING THE HANDLING OF MILK IN THE DUBUQUE, IOWA, MARKETING AREA

By virtue of the authority vested in the Secretary of Agriculture by the Agricultural Adjustment Act, approved May 12, 1933, as amended, the Secretary of Agriculture does hereby find and proclaim that in connection with the execution of a marketing agreement and the issuance of an order regulating the handling of milk in the Dubuque, Iowa, Marketing Area, the purchasing power of such milk during the base period August 1909 to July 1914 cannot be satisfactorily determined from available statistics in the Department of

<sup>1</sup> See Executive Order No. 7429.



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Agriculture, but that the purchasing power of such milk can be satisfactorily determined from available statistics in the Department of Agriculture for the period August 1923 to July 1929; and the period August 1923 to July 1929 is hereby found and proclaimed to be the base period to be used in connection with ascertaining the purchasing power of milk handled in the Dubuque, Iowa, Marketing Area, for the purpose of the execution of a marketing agreement and the issuance of an order regulating the handling of said milk in that area.

In testimony whereof, the Secretary of Agriculture has hereunto set his hand and caused the official seal of the Department of Agriculture to be affixed in the city of Washington, District of Columbia, this 17th day of August 1936.

[SEAL]

H. A. WALLACE,  
*Secretary of Agriculture.*

[F. R. Doc. 1775—Filed, August 18, 1936; 11:56 a. m.]

## SUSPENSION OF LICENSE FOR MILK, GRAND RAPIDS, MICHIGAN, SALES AREA

Whereas, H. A. Wallace, Secretary of Agriculture of the United States of America, acting under the provisions of the Agricultural Adjustment Act, as amended, for the purpose and within the limitations therein contained, and pursuant to the applicable General Regulations issued thereunder, did, on the 30th day of June 1934, issue under his hand and the official seal of the Department of Agriculture a License for Milk—Grand Rapids, Michigan, Sales Area, effective the 1st day of July 1934, which license was subsequently amended on November 5, 1934, December 5, 1934, and May 1, 1935; and

Whereas, the Secretary of Agriculture has determined to suspend the said license, as amended;

Now, therefore, the undersigned, acting under the authority vested in the Secretary of Agriculture under the terms and conditions of the said act, as amended, and pursuant to the applicable General Regulations issued thereunder, hereby suspends the said license, as amended, subject, however, to the following conditions:

1. That the provisions of article III of the said license, as amended, relating to the designation, rights, and duties of the Market Administrator, shall remain in force and effect for the purpose of enabling the Market Administrator, or his successor, to liquidate and settle all matters arising under the terms and provisions of the said license, as amended;

2. That any and all of the obligations which have arisen thereunder, or which may hereafter arise in connection therewith, by virtue of, or pursuant to, the said license, as amended, shall not be affected, waived, or terminated hereby; and

3. That the Market Administrator, or his successor in office, designated in accordance with the provisions of the license, shall have the power and authority (a) to collect any and all of the moneys due to the Market Administrator under the terms and provisions of the said license, as amended, (b) to

distribute any moneys heretofore or hereafter collected in accordance with the provisions of the said license, as amended, and (c) to have and exercise all of the powers and authority vested in the Market Administrator under the terms and provisions of the said license, as amended, as may be necessary or proper to carry out the foregoing purposes.

In witness whereof, Secretary of Agriculture of the United States of America, has executed this suspension in duplicate, and has hereunto set his hand and caused the official seal of the Department of Agriculture to be affixed in the city of Washington, District of Columbia, this 18th day of August 1936, and hereby declares that this suspension shall be effective on and after 11:59 p. m., August 31, 1936.

[SEAL]

H. A. WALLACE,  
*Secretary of Agriculture.*

[F. R. Doc. 1776—Filed, August 18, 1936; 11:56 a. m.]

#### SUSPENSION OF LICENSE FOR MILK, TOPEKA, KANSAS, SALES AREA

Whereas, H. A. Wallace, Secretary of Agriculture of the United States of America, acting under the provisions of the Agricultural Adjustment Act, as amended, for the purpose and within the limitations therein contained, and pursuant to the applicable General Regulations issued thereunder, did, on the 3rd day of November 1934, issue under his hand and the official seal of the Department of Agriculture a License for Milk—Topeka, Kansas, Sales Area, effective the 10th day of November 1934, which license was subsequently amended on June 14, 1935 and July 16, 1935; and

Whereas, the Secretary of Agriculture has determined to suspend the said license, as amended:

Now, therefore, the undersigned, acting under the authority vested in the Secretary of Agriculture under the terms and conditions of the said act, as amended, and pursuant to the applicable General Regulations issued thereunder, hereby suspends the said license, as amended, subject, however, to the following conditions:

1. That the provisions of article III of the said license, as amended, relating to the designation, rights, and duties of the Market Administrator, shall remain in force and effect for the purpose of enabling the Market Administrator, or his successor, to liquidate and settle all matters arising under the terms and provisions of the said license, as amended;

2. That any and all of the obligations which have arisen thereunder, or which may hereafter arise in connection therewith, by virtue of, or pursuant to, the said license, as amended, shall not be affected, waived, or terminated hereby; and

3. That the Market Administrator, or his successor in office, designated in accordance with the provisions of the license, shall have the power and authority (a) to collect any and all of the moneys due to the Market Administrator under the terms and provisions of the said license, as amended, (b) to distribute any moneys heretofore or hereafter collected in accordance with the provisions of the said license, as amended, and (c) to have and exercise all of the powers and authority vested in the Market Administrator under the terms and provisions of the said license, as amended, as may be necessary or proper to carry out the foregoing purposes.

In witness whereof, H. A. Wallace, Secretary of Agriculture of the United States of America, has executed this suspension in duplicate, and has hereunto set his hand and caused the official seal of the Department of Agriculture to be affixed in the city of Washington, District of Columbia, this 17th day of August 1936, and hereby declares that this suspension shall be effective on and after 12:01 a. m., c. s. t., August 16, 1936.

[SEAL]

H. A. WALLACE,  
*Secretary of Agriculture.*

[F. R. Doc. 1756—Filed, August 17, 1936; 4:14 p. m.]

#### Bureau of Entomology and Plant Quarantine.

B. E. P. Q.—Q. 52

Revision of Regulation 3. Effective August 17, 1936.

#### MODIFICATION OF PINK BOLLWORM QUARANTINE REGULATIONS

##### INTRODUCTORY NOTE

The following amendment modifies the area regulated under the pink bollworm quarantine regulations by bringing under restriction the Counties of Cameron, Hidalgo, Starr, and Willacy, in the State of Texas. These counties are designated as lightly infested, due to the finding of pink bollworm infestation in gin trash at Brownsville and San Benito in Cameron County. Hidalgo, Starr, and Willacy Counties are included since seed cotton is moved throughout these four counties for ginning without regard to county lines.

AVERY S. HOYT,  
*Acting Chief, Bureau of  
Entomology and Plant Quarantine.*

#### AMENDMENT NO. 1 TO REVISED RULES AND REGULATIONS SUPPLEMENTAL TO NOTICE OF QUARANTINE NO. 52

[Approved August 17, 1936; effective August 17, 1936]

Under authority conferred by the Plant Quarantine Act of August 20, 1912 (37 Stat. 315), as amended by the act of Congress approved March 4, 1917 (39 Stat. 1134, 1185), it is ordered that regulation 3 of the revised rules and regulations supplemental to Notice of Quarantine No. 52, on account of the pink bollworm of cotton, which were promulgated on December 4, 1935, be and the same is hereby amended to read as follows:

#### REGULATION 3—REGULATED AREAS; HEAVILY AND LIGHTLY INFESTED AREAS

##### REGULATED AREAS

In accordance with the provisions to Notice of Quarantine No. 52 (revised), the Secretary of Agriculture designates as regulated areas, for the purpose of these regulations, the following counties in Arizona, Florida, New Mexico, and Texas, including all cities, districts, towns, townships, and other political subdivisions within their limits:

*Arizona area.*—Counties of Cochise, Graham, and Greenlee.

*Florida area.*—Counties of Alachua, Baker, Bradford, Columbia, Dixie, Gilchrist, Hamilton, Jackson, Lafayette, Levy, Madison, Suwannee, Taylor, and Union.

*New Mexico area.*—Counties of Chaves, Dona Ana, Eddy, Grant, Hidalgo, Lea, Luna, Otero, and Roosevelt.

*Texas area.*—Counties of Andrews, Brewster, Cameron, Cochran, Culberson, Ector, El Paso, Gaines, Hidalgo, Hockley, Hudspeth, Jeff Davis, Pecos, Presidio, Reeves, Starr, Terrell, Terry, Ward, Willacy, and Yoakum; that part of *Bailey County* lying south of the following-described boundary line: beginning on the east line of said county where the county line intersects the northern boundary line of league 207; thence west following the northern boundary line of leagues 207, 203, 191, 188, 175, and 171 to the northeast corner of league 171; thence south on the western line of league 171 to the northeast corner of the W. H. L. survey; thence west along the northern boundary of the W. H. L. survey and the northern boundary of sections 68, 67, 66, 65, 64, 63, 62, 61, and 60 of block A of the M. B. & B. survey to the western boundary of said county; that part of *Dawson County* lying north and west of the following-described boundary line: beginning on the western boundary line of said county at the northwest corner of section 113 of block M; thence in a northeasterly direction on the northern boundary line of sections 113, 90, 83, 72, 65, 54, 47, and 38 of block M to the northeast corner of section 36; thence in a northwesterly direction along the western boundary line of section 21 to the northwest corner of section 21; thence northeasterly along the northern boundary line of section 21 to the northeast corner of section 21; thence northwesterly along the western boundary lines of sections 27 and 30 in said block M to the northwest corner of section 30; thence southwesterly along the northern boundary line of section 29 of block M to the southwest corner of section 17, block C-41; thence north along the western boundary line of sections 17 and 16 of block C-41 to the Dawson County line; that part of *Lamb County* lying south of the following-described boundary line: beginning on the east line of said county where the county line intersects the northern boundary line of section 9 of the R. M. Thomson survey; thence west following the northern boundary line of sections 9 and 10 of the R. M. Thomson survey and the northern boundary line of sections 6, 5, 4, 3, 2, and 1 of the T. A. Thompson survey and the northern boundary line of leagues 637, 636, and 635 to the southeast corner of league 239; thence north on the eastern boundary line of league 239 to the northeast corner of said league; thence west on the

northern boundary line of leagues 239, 238, 233, 222, 218, and 207 to the western boundary line of said county; that part of *Midland County*, lying south and west of the following-described boundary line, to wit: beginning at a point on the *Midland-Martin County* line, where the lines between sections 26 and 27, block 37, township 1 south, intersect said line; thence in a southerly direction along the east line of sections 27, 34, 39, and 46 in said block; continuing in a southerly direction on the west line of surveys nos. 2, 11, 14, 37, 58, 60, 1, and 2, of block 37, township 2 south, a distance of 8 miles to the northwest corner of survey no. 2, T. and P., block 37, township 3 south; continuing in the same direction along the west line of surveys nos. 2, 11, 14, 23, 26, 35, 38, and 47 of block 37, township 3 south, to the southwest corner of said survey no. 47; thence in an easterly direction on the south block line and section line of surveys nos. 47 and 48 of said block to the intersection of the *Midland* and *Glasscock County* line.

#### HEAVILY INFESTED AREAS

Of the regulated areas, the following counties and parts of counties are hereby designated as heavily infested within the meaning of these regulations:

Counties of Brewster, Culberson, Jeff Davis, Presidio, and Terrell, in the State of Texas, and all of *Hudspeth County* in the same State except that part of the northwest corner of said county lying north and west of a ridge of desert land extending from the banks of the Rio Grande northeasterly through the desert immediately west of the town of McNary, such ridge being an extension of the northwest boundary line of section 11, block 65½.

#### LIGHTLY INFESTED AREAS

The following areas are designated as lightly infested:  
The counties of Cochise, Graham, and Greenlee in Arizona; the counties of Alachua, Baker, Bradford, Columbia, Dixie, Gilchrist, Hamilton, Jackson, Lafayette, Levy, Madison, Suwannee, Taylor, and Union in Florida; the counties of Chaves, Dona Ana, Eddy, Grant, Hidalgo, Lea, Luna, Otero, and Roosevelt in New Mexico; the entire counties of Andrews, Cameron, Cochran, Ector, El Paso, Gaines, Hidalgo, Hockley, Pecos, Reeves, Starr, Terry, Ward, Willacy, and Yoakum, the regulated parts of Bailey, Dawson, Lamb, and Midland Counties in Texas, and that part of the northwest corner of Hudspeth County, Texas, lying north and west of a ridge of desert land extending from the banks of the Rio Grande northeasterly through the desert immediately west of the town of McNary, such ridge being an extension of the northwest boundary line of section 11, block 65½.

This amendment shall be effective on and after August 17, 1936.

Done at the city of Washington this 17th day of August 1936.

Witness my hand and the seal of the United States Department of Agriculture.

[SEAL]

H. A. WALLACE,  
*Secretary of Agriculture.*

[F. R. Doc. 1755—Filed, August 17, 1936; 3:38 p. m.]

#### DEPARTMENT OF COMMERCE

##### Bureau of Fisheries.

No. 251-22-9

##### ALASKA FISHERY REGULATIONS

AUGUST 17, 1936.

By virtue of the authority contained in the act of June 26, 1906 (34 Stat. 478, 480), as amended by the act of June 6, 1924 (43 Stat. 464), as amended by the act of June 18, 1926 (44 Stat. 752), as amended by the act of April 16, 1934 (48 Stat. 594), the regulations for the protection of the fisheries of Alaska, published in Department of Commerce Circular No. 251, twenty-second edition, issued under date of February 8, 1936, are hereby amended by the following regulation:

##### SOUTHEASTERN ALASKA AREA

##### WESTERN DISTRICT

*Salmon fishery.*—Regulation No. 8 is amended so as to permit commercial fishing for salmon south of 58 degrees north latitude until 6 o'clock postmeridian August 19.

[SEAL]

ERNEST G. DRAPER,  
*Acting Secretary of Commerce.*

[F. R. Doc. 1767—Filed, August 18, 1936; 11:17 a. m.]

<sup>1</sup>Part of the lightly infested area in Arizona is regulated on account of the Thurberia weevil under Quarantine No. 61, and shipments therefrom must comply with the requirements of that quarantine.

#### Bureau of Marine Inspection and Navigation.

##### REGULATIONS FOR THE ESTABLISHMENT OF LOAD LINES FOR MERCHANT VESSELS OF 150 GROSS TONS OR OVER WHEN ENGAGED IN A VOYAGE ON THE GREAT LAKES

Pursuant to the Coastwise Load Line Act, 1935, the following regulations are hereby prescribed.

##### PART I—ADMINISTRATION

1. Load lines are established by these regulations for merchant vessels of 150 gross tons or over when engaged in a voyage on the Great Lakes in conformity with the Coastwise Load Line Act, 1935, and effective as to vessels of 4,000 gross tons and upwards November 27, 1935, and as to all other vessels subject thereto August 27, 1936.

2. The Bureau of Marine Inspection and Navigation of the Department of Commerce is vested with the responsibility and authority, under direction of the Secretary of Commerce, for the administration of the Coastwise Load Line Act, 1935.

3. After November 27, 1935, no merchant vessel of 4,000 gross tons or over shall proceed from any port or place in the United States on the Great Lakes for a voyage on the Great Lakes.

And after August 27, 1936, no merchant vessel of 150 gross tons and upwards to 4,000 gross tons shall proceed from any port or place in the United States on the Great Lakes for a voyage on the Great Lakes unless such vessel is:

(A) Marked with load lines either under the load line regulations for the foreign trade or the ocean coastwise load line regulations and has on board a valid load line certificate, or

(B) A foreign vessel exempted under Section 5 of the Coastwise Load Line Act, 1935, or is marked and certificated as to load lines under the provisions of and in accordance with, the International Load Line Convention 1930 and has on board a valid load line certificate, or

(C) A new vessel:

(a) Has been surveyed in accordance with the provisions of these regulations.

(b) Complies with the provisions of these regulations as applicable to the type of vessel dealt with.

(c) Has been marked in accordance with the provisions of these regulations.

(d) Has had the marks certified as correct as provided by these regulations.

(A new vessel is one whose keel was laid on or after August 27, 1935.)

(D) An existing vessel:

(a) Has been surveyed, marked, and the marks certified either under the provisions of these regulations as applicable to the type of vessel, or

(b) Complies as defined for the type of vessel with the provisions of these regulations in principle and detail so far as is reasonable and practicable, having regard to the efficacy of (1) the protection of openings (where openings to spaces below the freeboard deck are located within houses or erections that are not protected by Class 1 closing appliances, steel coamings and covers are fitted to the openings, air ports below the freeboard and forecastle decks are provided with dead covers, windows in deck houses are provided with strong shutters, and scuppers and discharges from spaces below the freeboard deck are fitted with flap valves and in addition a stop valve capable of being operated from a position always accessible), (2) guard rails, (3) freeing ports, and (4) means of access to crews quarters provided by the existing arrangements, fittings, and appliances of the vessel.

Where it is neither practical nor reasonable to comply with these regulations such addition to the freeboard that would be assigned for full compliance will be made, as in the judgment of the assigning authority with the approval of the Bureau of Marine Inspection and Navigation is considered desirable in view of the deficiencies.

**4. Tankers.**—A steamer specially constructed for the carriage of liquid cargoes in bulk which has been surveyed as provided by paragraph 3 shall be marked with tanker load lines and the marks certified as correct, if being:

(A) A new ship, it complies with the conditions and provisions prescribed in part 5.

(B) An existing ship, it complies with the conditions and provisions in rules 66, 69, 70, 71, and 72 and, also, in principle so far as is reasonable and practicable, with rules 67, 68, and 73 provided that in assigning a tanker load line to an existing ship such additions to the freeboard shall be made as is reasonable having regard to the extent to which the ship falls short of full compliance with the conditions and provisions prescribed in rules 67, 68, and 73.

**5. Vessels of Special Design.**—Sand suckers, open hopper barges, and other vessels of special design that cannot be assigned load lines by direct application of the Rules set forth herein, will be assigned load lines based on the individual consideration of each vessel, and before such vessels are marked and certificated the assigning authority shall obtain the approval of the Bureau of Marine Inspection and Navigation as to the position of the load line marks.

**6. Marks to indicate maximum load lines.**—Marks to indicate maximum mean drafts to which a vessel can be lawfully submerged, in the various circumstances and seasons, shall be permanently marked on each side of the vessel in the form, manner, and location provided by these regulations.

**7. Assignment and certification of load lines. Assigning authority.**—As provided in the Coastwise Load Line Act, 1935, the American Bureau of Shipping is appointed to assign load lines and to determine whether the position of and the manner of marking each vessel to which the Act applies has been performed in accordance with these regulations, and is authorized to issue a load line certificate, certifying to the correctness of the marks, under its own hand and seal. The assigning authority is authorized to renew from time to time by indorsement a load line certificate. Load Line Certificates will not be issued until the load line marks have been verified. This certificate will be issued in duplicate, one copy being delivered to the owner or master of the vessel and one copy, together with a summary of the data used to determine the load line, will be forwarded to the Bureau of Marine Inspection and Navigation, Department of Commerce, Washington, D. C.

The agency appointed by the Secretary of Commerce to assign load lines as provided by Section 3 of the Coastwise Load Line Act, 1935, is referred to in these regulations as the assigning authority.

The fees to be charged by the assigning authority for services in connection with these regulations shall not exceed the scale of maximum fees as set forth in appendix A hereof.

**8. Survey for the assignment of new load line and renewal of load line certificate.**—

(A) **Steel vessels.**—Unless specifically waived by the Bureau of Marine Inspection and Navigation, the vessel is to be placed in dry dock to determine the condition of the hull plating and underwater connections.

The holds, 'tween decks, peaks, bilges, engine and boiler spaces, and bunkers are to be examined to determine the condition of the structure.

Deep tanks and other tanks which form part of the ship are to be examined internally.

Where a double bottom is fitted, the tanks are to be examined internally. Where double bottom and other tanks are used for fuel-oil bunkers such tanks need not be cleaned out, provided the surveyors are able to determine by an external examination that their general condition is satisfactory.

The decks are to be examined.

The hatch covers, hatch beams, and fore and afters, tarpaulins, battens and wedges, the hatchway and ventilator coamings, companionways, the engine and boiler casings, the superstructures on the freeboard deck, and all

means of protecting the openings in the freeboard deck and superstructures are to be examined.

All air pipe outlets, scuppers, sanitary discharges in the ship's sides and air ports are to be examined.

All gangways, cargo, and coaling ports or similar openings in the ship's sides are to be examined.

Guard rails, gangways, and freeing ports are to be examined.

Where, owing to the age and condition of the vessel, the surveyors deem it necessary, the shell and deck plating may be required to be drilled in order to ascertain the thickness of such plating.

(B) **Wood and composite vessels.**—Unless specifically waived by the Bureau of Marine Inspection and Navigation, the vessel is to be placed on a drydock or a slipway and the keel, stem, sternframe, or sternpost and outside planking are to be examined. Caulking is to be tried at such places about the planking as is deemed necessary by the surveyors.

Careful examination must be made for faulty fastenings and such bolts or treenails must be backed out, or otherwise dealt with, as may be deemed necessary by the surveyors.

Careful examination is to be made of the entire structure and, if considered necessary, borings are to be made to ascertain the conditions of the material; should these disclose cause for further examination, listings are to be made, where required to satisfy the surveyors as to the true condition of the vessel.

The holds, 'tween decks, peaks, bilges, engine and boiler spaces, and bunkers are to be examined.

The decks are to be examined and bored where necessary.

The hatch covers, hatch beams, fore-and-afters, tarpaulins, battens, and wedges, the hatchway and ventilator coamings, companionways, the engine and boiler casings, the superstructures on the freeboard deck, and all means of protecting the openings in the freeboard deck and superstructures are to be examined.

All airpipe outlets, scuppers, sanitary discharges in the ship's sides, and air ports are to be examined.

Guard rails, gangways, and freeing ports are to be examined.

(C) **Correction of deficiencies.**—Any such structure or parts or fittings of the vessel as are found to be in an unsatisfactory condition are to be rebuilt or repaired or renewed in order to place the vessel in a seaworthy condition so as to be eligible for a load line certificate.

**9. Annual load line inspection.**—A vessel having been marked as provided by these regulations, and the mark certified as correct, will be inspected at intervals of approximately 12 months in order to insure the maintenance in an effective condition of the fittings and appliances for the:

(a) Protection of openings, (b) guard rails, (c) freeing ports, (d) means of access to crew's quarters, and that there have not been alterations made to the hull or superstructures which would affect the calculations determining the position of the load lines. If upon examination the fittings and appliances are found to be in a satisfactory condition, the load line certificate will be endorsed to this effect. If it shall be found that alterations have been made to the hull or superstructures that affect the calculations determining the position of the load line, the matter shall be reported to the Bureau of Marine Inspection and Navigation for appropriate action.

The assigning authority shall make this inspection and report thereon to the owners of the vessel and a copy of such report shall be forwarded to the Bureau of Marine Inspection and Navigation, Department of Commerce, Washington, D. C.

**10. Application for assignment, renewal, and certification of load line marks.**—Application for assignment and certification of load line marks or for renewal of load line certificates shall be made in writing to the assigning authority, by the owners of the vessel.

11. *Application for annual load line inspections.*—Application for annual load line inspection required by paragraph 9 shall be made in writing to the assigning authority, by the owners of a vessel.

12. *Equivalents.*—Where in these regulations it is provided that a particular fitting or appliance, or type thereof, shall be fitted or carried in a ship, or that any particular arrangement shall be adopted, there may be substituted any other fitting or appliance or type thereof, or any other arrangement, provided that such fitting, appliance, or arrangement shall be considered a suitable equivalent by the assigning authority and the approval of the Bureau of Marine Inspection and Navigation, Department of Commerce, for such substitution shall have been issued.

13. *Validity of certificates.*—As the assignment of load lines is conditioned upon the structural efficiency of the vessel and upon the provision of effective protection to ship and crew, every vessel required to be marked by the Coastwise Load Line Act, 1935, with load lines shall be surveyed by the assigning authority at least once in each five years to determine that the load lines are then correctly placed as required by these regulations. If the load-line mark be found correct for the vessel in the condition she is then in, the certificate shall be renewed for such time as the condition of the vessel then warrants, but in no case for a longer period than five years and the facts shall be attested by indorsement upon the back of the certificate in the form shown in Appendix B—provided, that where in the judgment of the assigning authority an unusual hardship would be inflicted on the vessel were she to be detained for the survey required by these regulations, and provided further that the assigning authority is satisfied as to the condition of the vessel it may, in writing, excuse the vessel from the survey for a period not to exceed one year.

The Bureau of Marine Inspection and Navigation, Department of Commerce, shall be notified of every renewal indorsement and the date of its expiration. The Bureau of Marine Inspection and Navigation, Department of Commerce, shall also be furnished with a copy of any deferment of the due survey, together with a statement of the circumstances in the case.

Foreign vessels which have not been exempted pursuant to Section 5 of the Load Line Act shall have their load line certificate limited to a period of one-year survey. The certificate may be validated for additional one-year periods (provided, after survey, the condition of the vessel is found to warrant such validation, and the facts are attested by endorsement upon the back of the load line certificate by a surveyor of the American Bureau of Shipping or of the classification society issuing the certificate). The certificate will become void five years from date of issue, or at the expiration of the fourth yearly validation, whichever occurs first.

14. *Form of certificate.*—The forms for certificates certifying to the correctness of the load line mark as required by the Coastwise Load Line Act, 1935, is shown in Appendix B.

15. *Cancellation of load line certificate.*—Notwithstanding the marking of a load line and the issuance of a load line certificate, the certificate will be cancelled if:

(a) The annual load line inspection required by paragraph 9 has not been carried out or that the items described under (a), (b), (c), and (d) of paragraph 9 are not maintained in an effective condition; or

(b) The survey required by paragraph 8 has not been carried out, or that any defects disclosed by the survey have not been corrected; or

(c) Due to any cause the conditions of assignment have not been maintained as provided by these regulations, or alterations have been made to hull or superstructures which affect the calculations made to determine the location of the load line.

16. *Seasonal load lines.*—For load line purposes there is hereby established for the Great Lakes a winter, intermediate, and summer season, and load lines applicable to each season are established by these regulations. The winter

season shall be that period from November 1 through April 15 of the next year, the intermediate seasons from April 16 through May 15 and from September 16 through October 31, the summer season from May 16 through September 15 (all dates inclusive).

For those vessels that are marked and certificated with load lines under the International Load Line Convention 1930, or under the United States Ocean Coastwise Load Line Regulations, the load line marks shall be applicable to voyages on the Great Lakes as follows:

Load line mark, salt water	Season applicable
Tropical (T)	May 16-Sept. 15 (Summer).
Summer (S)	April 16-May 15, Sept. 16-Oct. 31 (Intermediate).
Winter (W)	Nov. 1-Apr. 15 (Winter).

No vessel shall be loaded so as to submerge at any time the load line applicable to the season.

17. *Control.*—The master of a vessel subject to these regulations shall note in the vessel's log the data required by Section 6 of the Coastwise Load Line Act, 1935; that is, before departing from her loading port or place, the position of the load line mark, port and starboard, as applicable to the voyage and the actual drafts of the vessel forward and aft at the time of departing from port as nearly as the same can be ascertained.

The Collector of Customs may detain a vessel for survey if he has reason to believe that the vessel is proceeding on her voyage in excess of the draft allowed by the load line certificate, due regard being given to the season of the year; or has not been marked with load lines, or has not a valid load line certificate on board.

Pursuant to the provisions of Section 5 of the Coastwise Load Line Act, 1935, it is hereby certified that a vessel of a foreign country which has ratified the International Load Line Convention, 1930, shall be deemed a vessel of a foreign country as described in Section 5 of the Coastwise Load Line Act, 1935, and such a vessel shall be exempt from the provisions of these regulations insofar as the marking of the load lines and the certificating thereof are concerned, only so long as such country similarly recognizes the load lines established by these regulations, for the purposes of voyages on the Great Lakes: *Provided*, that the vessel is marked with load lines and has on board a valid load line certificate certifying to the correctness of the marks, the ship shall not be loaded beyond the limits allowed by the certificate, the position of the load line of the ship shall correspond with the certificate, the hull and superstructures shall not have been so materially altered as to affect the calculations on which the load line was based and alterations have not been made so that the protection of openings, guard rails, freeing ports and means of access to crews' quarters have made the ship manifestly unfit to proceed to sea without danger to human life.

As provided in Section 7 of the Coastwise Load Line Act, 1935, the Collector of Customs may, by written order, detain provisionally a foreign vessel for survey should he have reason to believe that such vessel is submerged below the marks allowed by the certificate, or that such vessel is not marked and certificated as provided herein. If a foreign vessel is detained for these reasons the Collector of Customs will immediately arrange for a survey as contemplated by Section 7 of such act.

Should it become necessary for the Collector of Customs to survey a vessel in respect to her load line as provided by Section 7 of the Coastwise Load Line Act, 1935, the Collector shall, wherever practicable, appoint at least one of the three surveyors required by the act from the surveying staff of the American Bureau of Shipping.

Should action be taken that would appear likely to result in legal proceedings being taken against a foreign ship, or should the ship be detained, the Consul of the country to

which the ship belongs shall be informed as soon as possible of the circumstances of the case.

**18. Approval of the Bureau of Marine Inspection and Navigation.**—Where the active approval of the Bureau of Marine Inspection and Navigation is required in connection with these regulations, such information as will enable the Bureau to obtain a comprehensive understanding of the question at issue shall be furnished and will remain with the Bureau as a record.

**PART 2—GENERAL RULES FOR DETERMINING MAXIMUM LOAD LINES OF MERCHANT SHIPS ON THE GREAT LAKES**

The rules necessarily assume that the nature and stowage of the cargo, ballast, etc., are such as to secure sufficient stability for the ship.

**RULE 1. Definitions.**

**Steamer.**—The term "steamer" or "steamship" includes all ships having sufficient means for mechanical propulsion, except where provided with sufficient sail area for navigation under sails alone.

A ship fitted with mechanical means of propulsion and with sail area insufficient for navigation under sails alone may be assigned a load line under part 4 of these rules.

A lighter, barge, or other ship without independent means of propulsion, when towed, is to be assigned a load line under part 4 of these rules.

**Flush-deck ship.**—A flush-deck ship is one which has no superstructure on the freeboard deck.

**Superstructure.**—A superstructure is a decked structure on the freeboard deck extending from side to side of the ship. A raised quarter-deck is considered a superstructure.

**Load line.**—The load line is the line defining the maximum mean draft to which a vessel may be lawfully submerged. It is the lower limit of the freeboard as determined by these regulations having regard to the various conditions and seasons.

**Freeboard.**—The freeboard assigned is the distance measured vertically downward at the side of the ship amidships from the upper edge of the deck line to the upper edge of the load line.

**Freeboard deck.**—The freeboard deck is the deck from which the freeboard is measured, and is the uppermost complete deck having permanent means of closing all openings in weather portions of the deck in accordance with rules 8 to 16. It is the upper deck in flush-deck ships and ships with detached superstructures. In ships having discontinuous freeboard decks within superstructures which are not intact, or which are not fitted with class 1 closing appliances, the lowest line of the deck below the superstructure deck is taken as the freeboard deck.

**Amidships.**—Amidships is the middle of the length of the summer load water line, as defined in rule 32.

**RULE 2. Deck line.**—The deck line is a horizontal line 15 inches in length and 1 inch in breadth. It is to be marked amidships on each side of the ship, and its upper edge is to pass through the point where the continuation outward of the upper surface of the freeboard deck intersects the outer surface of the shell. (See fig. 1.) Where the deck is partly sheathed amidships, the upper edge of the deck line is to pass through the point where the continuation outward of the upper surface of the actual sheathing at amidships intersects the outer surface of the shell.

**RULE 3. Load-line diamond.**—The load-line diamond is a square 15 inches on each diagonal with one diagonal vertical, the other horizontal, and is intersected by a horizontal line of 21 inches in length and one inch in breadth, the upper edge of which coincides with the horizontal diagonal of the diamond. The diamond is to be marked amidships below the deck line, port and starboard.

**RULE 4. Lines to be used in connection with the diamond.**—The lines which indicate the maximum load line in different seasons are to be horizontal lines, 9 inches in length and 1 inch in breadth, which extend from and are at right

angles to, a vertical line marked 18 inches forward of the center of the diamond. (See figure 1.)

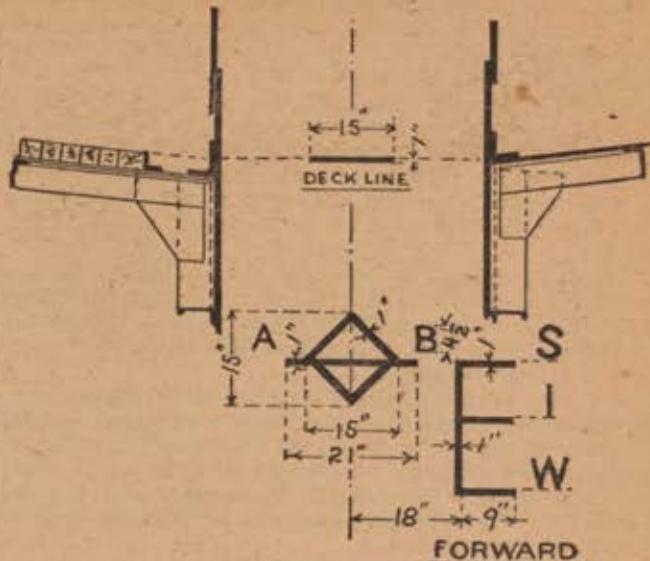


FIGURE 1.

The following are the lines to be used:

**Summer load line.**—The summer load line is indicated by the upper edge of the line which passes through the center of the diamond and also by a line marked "S."

**Intermediate load line.**—The intermediate load line is indicated by the upper edge of a line marked "I."

**Winter load line.**—The winter load line is indicated by the upper edge of a line marked "W."

Where the vessel has been constructed to have a maximum draft and such draft is less than any of the various seasonal drafts permitted by these regulations, the center of the diamond shall be located on the line of this maximum draft and shall be applicable to all seasons. If such maximum draft comes between the seasonal markings, the seasonal markings below shall be applicable.

**RULE 5. Mark of assigning authority.**—The authority by whom the load lines are assigned may be indicated by letters measuring about  $4\frac{1}{2}$  by 3 inches marked alongside the diamond and above the center line.

**RULE 6. Details of marking.**—The diamond, lines, and letters are to be painted in white or yellow on a dark ground or in black on a light ground. They are also to be carefully cut in or center punched on the sides of iron and steel ships, and on wood ships they are to be cut into the planking for at least one eighth of an inch. The marks are to be plainly visible, and if necessary special arrangements are to be made for this purpose.

**RULE 7. Verification of marks.**—The load-line certificate is not to be delivered to the ship until a surveyor of the assigning authority has certified that the marks are correctly and permanently indicated on the ship's side.

**PART 3—CONDITIONS OF ASSIGNMENT OF LOAD LINES**

The assignment of load lines is conditional upon the ship being structurally efficient and upon the provision of effective protection to ship and crew.

Rules 8 to 31 apply to ships to which minimum freeboards are assigned. In ships to which greater freeboards than the minimum are assigned, the protection is to be relatively as effective.

**Subdivision and stability load lines.**—Passenger vessels shall comply with the provisions of these regulations insofar as they are in addition to or parallel the requirements of the regulations for the establishment of load lines for passenger vessels employed on the Great Lakes except that the position of the load lines on such vessels shall be determined by the application of the load line regulations applicable to passenger vessels on the Great Lakes.

*Openings in Freeboard and Superstructure Decks*

**RULE 8. Cargo and other hatchways not protected by superstructures.**—The construction and fittings of cargo and other hatchways in exposed positions on freeboard and superstructure decks are to be at least equivalent to the standards laid down in rules 9 to 16.

**RULE 9. Hatchway coamings.**—The minimum height of hatchway coamings on freeboard decks is to be at least 18 inches above the deck. The minimum height of coamings on superstructure decks is to be at least 18 inches above the deck if situated within a quarter of the ship's length from the stem, and at least 12 inches if situated elsewhere.

**RULE 10. Hatchway covers.**—(a) On all bulk freighters steel hatch covers are to be fitted to all exposed hatchways on the freeboard deck and they are to be of such thickness and provided with such stiffening as will enable them to be handled without deformation.

(b) Covers of the sliding plate type with stiffeners riveted or welded to one edge shall have a sufficient number of sections so that when closed, the spacing of the stiffeners does not exceed 42 inches. Plates are not to be less in thickness than  $\frac{1}{4}$  inch for a hatch 8 feet fore and aft and  $\frac{3}{8}$  inch for a 12 ft. hatch. Intermediate thicknesses to be obtained by interpolation.

(c) The stiffening at the edge of the covers is not to be less effective than would be provided by an angle or bulb angle riveted or welded to the plate and having a section modulus in inches cubed not less than given by the formula:

$$I/Y = S \times L^3 \times 0.025$$

Where  $S$ =spacing of stiffeners in feet

When hatch is closed

$L$ =length in feet of the unsupported span

$I$ =moment of inertia of the section

$Y$ =distance from center of gravity of the section to the outermost strain fiber

If hatch covers of the sliding plate type are used for spans exceeding 12 feet 1 inch, additional support must be provided, the details of which will be specially considered.

(d) Where wood hatch covers are used on other types of vessels they are to be made of long leaf yellow pine or fir. The finished thickness is not to be less than  $2\frac{1}{4}$  inches in association with a span of 6 feet. The width of each bearing surface for these hatchway covers is to be at least  $2\frac{1}{2}$  inches.

**RULE 11. Hatchway beams and fore-and-afters.**—Hatch beams are to be fitted so that the unsupporting spans do not exceed 12 feet 1 inch with steel sliding covers, nor 6 feet with wood covers, except where specially approved. The beams may be of solid rolled or built sections having a section modulus in inches cubed of not less than given by the formula:

$$I/Y = S \times L^3 \times c$$

Where  $S$ =spacing of the beams in feet

$L$ =the length of the beams in feet

$c=0.03$  where 18 inch coamings are required

$c=0.025$  where 12 inch coamings are required

$I$ =moment of inertia of the section

$Y$ =distance from center of gravity of the section to the outermost strain fiber

Where rolled section beams are used the top flanges, and the top angles in the case of built beams, are to extend for the full length of the beams.

**RULE 12. Carriers or sockets.**—Carriers or sockets for hatchway beams and fore-and-afters are to be of steel at least one half inch thick, and are to have a width of bearing surface of at least 3 inches.

**RULE 13. Cleats and fasteners.**—Strong cleats at least  $2\frac{1}{2}$  inches wide or efficient clamping devices are to be fitted at intervals of approximately 2 feet from center to center; the end cleats are to be placed not more than 6 inches from each corner of the hatchway. Where steel sliding covers are fitted patent fasteners of the "Mulholland type" or equal, spaced to

suit the width of covers, may be used in place of cleats and wedges.

**RULE 14. Battens and wedges.**—Battens, wedges, or tarpaulin securing devices are to be efficient and in good condition.

**RULE 15. Tarpaulins.**—At least one tarpaulin in good condition, thoroughly waterproofed and of ample strength, is to be provided for each hatchway in an exposed position on freeboard and superstructure decks. The material is to be guaranteed free from jute, and shall not be less than No. 4 cotton canvas or equal before waterproofing.

**RULE 16. Security of hatchway covers.**—At all hatchways in exposed positions on freeboard or superstructure decks suitable provision is to be made for securing the covers after the tarpaulins are battened down.

**RULE 17. Cargo and other hatchways in the freeboard deck within superstructures which are fitted with closing appliances less efficient than Class 1.**—The construction and fitting of such hatchways are to be at least equivalent to the standards laid down in Rule 18.

**RULE 18. Hatchway coamings and closing arrangements.**—Cargo, coaling, and other hatchways in the freeboard deck within superstructures which are fitted with Class 2 closing appliances are to have coamings at least 9 inches in height and closing arrangements as effective as those required for exposed cargo hatchways.

Where the closing appliances are less efficient than Class 2, the hatchways are to have coamings at least 12 inches in height, and are to have fittings and closing arrangements as effective as those required for exposed cargo hatchways.

In the case of car ferries fitted with efficient "sea gates" extending above the freeboard deck at least to the height of a standard superstructure, coamings of less height may be fitted provided the hatches within superstructures are fitted with close fitting steel covers with efficient securing devices. When the openings in freeboard decks are not provided with closing devices the coamings are to extend above the freeboard deck at least to the height of a standard superstructure.

**RULE 19. Machinery space openings in exposed positions on freeboard and raised quarter-decks.**—Such openings are to be properly framed and efficiently inclosed by steel casings of ample strength, and where the casings are not protected by other structures their strength is to be specially considered; doors in such casings are to be of steel, efficiently stiffened, permanently attached and capable of being closed and secured from both sides. The sills of openings are to be at least 18 inches above the freeboard deck and 12 inches on raised quarter-deck.

Fiddley, funnel, and ventilator coamings are to be as high above the deck as is reasonable and practicable. Fiddley openings are to have strong steel covers permanently attached in their proper positions. Engine room skylights are to be of strong construction, preferably of steel.

**RULE 20. Machinery space openings in exposed positions on superstructure decks other than raised quarter-decks.**—Such openings are to be properly framed and efficiently inclosed by strong steel casings. Doors in such cases are to be strongly constructed, permanently attached, and capable of being closed and secured from both sides. The sills of the openings are to be at least 9 inches above superstructure decks.

Fiddley, funnel, and ventilator coamings are to be as high above the deck as is reasonable and practicable. Fiddley openings are to have strong steel covers permanently attached in their proper positions. Where the fiddley openings are more than 15 feet in height above the freeboard deck, covers need not be provided.

Engine room skylights are to be of strong construction, preferably of steel.

**RULE 21. Machinery space openings in the freeboard deck within superstructures which are fitted with closing appliances less efficient than Class 1.**—Such openings are to be properly framed and efficiently inclosed by steel casings. Doors in such casings are to be strongly constructed, permanently attached, and capable of being securely closed. The sills of the openings are to be at least 6 inches above the

deck where the superstructures are closed by Class 2 closing appliances, and at least 12 inches above the deck where the closing appliances are less efficient than Class 2.

**RULE 22. Flush scuttles.**—Flush scuttles, where fitted, are to be of iron or steel, of substantial construction, with screw or bayonet joints.

**RULE 23. Companionways.**—Companionways in exposed positions on freeboard decks and on decks of inclosed superstructures are to be of substantial construction. The sills of the doorways are to be 18 inches on freeboard decks and on superstructure decks within a quarter of the ship's length from the stem and 12 inches on superstructure decks elsewhere. The doors are to be strongly constructed and capable of being closed and secured from both sides. Where the companionway is situated within a quarter of the ship's length from the stem, it is to be of steel and riveted to the deck plating.

**RULE 24. Ventilators in exposed positions on freeboard and superstructure decks.**—Such ventilators to spaces below freeboard decks or decks of superstructures which are intact or fitted with class 1 closing appliances are to have coamings of steel, substantially constructed, and efficiently connected to the deck. The deck plating at the base of the coamings is to be efficiently stiffened between the deck beams. The openings of ventilator coamings are to be provided with efficient closing arrangements.

Where such ventilators are situated on the freeboard deck, or on the superstructure deck within a quarter of the ship's length from the stem, and the closing arrangements are of a temporary character, the coamings are to be at least 30 inches in height; in other exposed positions on the superstructure deck they are to be at least 24 inches in height. Where the coaming of any ventilator exceeds 36 inches in height, it is to be specially supported and secured.

**RULE 25. Air pipes.**—Where the air pipes to ballast and other tanks extend above the freeboard or superstructure decks, the exposed parts of the pipes are to be of substantial construction; the height from the deck to the opening is to be when practical at least 30 inches in wells on freeboard decks, 24 inches on raised quarter decks, and 12 inches on other superstructure decks. Satisfactory means are to be provided for closing the openings of the air pipes. Where these heights may interfere with the working of the ship a lower height may be approved provided the air pipe cap is properly protected and the air pipe is fitted with adequate means of closing.

#### Openings in the Sides of Ships

**RULE 26. Gangway, cargo, and coaling ports, etc.**—Openings in the sides of ships below the freeboard deck are to be fitted with water-tight doors or covers, which, with their securing appliances, are to be of sufficient strength.

**RULE 27. Scuppers and sanitary discharge pipes.**—Discharges led through the ship's sides from spaces below the freeboard deck are to be fitted with sufficient and accessible means for preventing water from passing inboard. Each separate discharge may have an automatic nonreturn valve with a positive means of closing it from a position above the freeboard deck, or two automatic nonreturn valves without positive means of closing, provided the upper valve is situated so that it is always accessible for examination under service conditions. The positive-action valve is to be readily accessible and is to be provided with means for showing whether the valve is open or closed. Cast iron is not to be accepted for such valves where attached to the side of the ship.

Conditional upon the type and the location of the inboard ends of such openings, similar provisions may be prescribed by the assigning authority as to discharge from spaces within inclosed superstructures.

Where scuppers are fitted in superstructures not fitted with class 1 closing appliances they are to have efficient means for preventing the accidental admission of water below the freeboard deck.

**RULE 28. Air ports.**—Air ports to spaces below the freeboard deck or to spaces below the superstructure deck of superstructures, closed by class 1 or class 2 closing appliances, are to be fitted with efficient inside deadlights permanently attached in their proper positions so that they can be effectively closed and secured watertight. Where, however, such spaces in superstructures are appropriated to passengers other than steerage passengers or to crew, the air ports may have portable deadlights stowed adjacent to the air ports, provided they are readily accessible at all times on service.

The airports and deadlights are to be of substantial and approved construction.

**RULE 29. Guard rails.**—Efficient guard rails or bulwarks are to be fitted on all exposed portions of freeboard and superstructure decks.

**RULE 30. Freeing ports.**—Where bulwarks on the weather portions of freeboard or superstructure decks form "wells" ample provision is to be made for rapidly freeing the decks of water and for draining them. The minimum freeing port area on each side of the ship for each well on the freeboard deck and on the raised quarter-deck is to be that given by the following scale: The minimum area for each well on any other superstructure deck is to be one half the area given by the scale. Where the length of the well exceeds 7L, the scale may be modified.

Scale of Freeing Port Area	
Length of bulwarks in "well" in feet	Freeing port area on each side in square feet
15	8.0
20	8.5
25	9.0
30	9.5
35	10.0
40	10.5
45	11.0
50	11.5
55	12.0
60	12.5
65	13.0
Above 65	(1)

<sup>(1)</sup> 1 square foot for each additional 5 feet length of bulwark.

The lower edges of the freeing ports are to be as near the deck as practicable and preferably not higher than the upper edge of the gunwale bar. Two thirds of the freeing port area required is to be provided in the midship half of the well. In ships with less than the standard sheer the freeing port area is to be suitably increased.

All such openings in the bulwarks are to be protected by rails or bars spaced about 9 inches apart. If shutters are fitted to freeing ports, ample clearance is to be provided to prevent jamming. Hinges are to have brass pins.

**RULE 31. Protection of crew.**—Gangways, life lines, or other satisfactory means are to be provided for the protection of the crew in getting to and from their quarters.

#### PART 4—LOAD LINES FOR STEAMERS

**RULE 32. Length (L).**—The length used with the rules and freeboard tables is the length in feet on the summer load water line from the foreside of the stem to the afterside of the rudder post. Where there is no rudder post, the length is measured from the foreside of the stem to the axis of the rudder stock. For ships with cruiser sterns, the length is to be taken as 96 per cent of the total length on the designed summer load water line or as the length from the foreside of the stem to the axis of the rudder stock if that be the greater.

**RULE 33. Breadth (B).**—The breadth is the maximum breadth in feet amidships to the molded line of the frame in iron or steel ships and to the outside of the planking in wood or composite ships.

**RULE 34. Molded depth.**—The molded depth is the vertical distance in feet, measured amidships, from the top of the keel to the top of the freeboard deck beam at side. In wood and composite ships the distance is measured from the lower edge of the keel rabbet. Where the form at the lower part

of the midship section is of a hollow character, or where thick garboards are fitted, the depth is measured from the point where the line of the flat of the bottom continued inwards cuts the side of the keel.

**RULE 35. Depth for freeboard (D).**—The depth used with the freeboard table is the molded depth plus the thickness of stringer plate, or plus

$$\frac{T(L-S)}{L}$$

if that be greater, where

$T$  is the mean thickness of the exposed deck clear of deck openings, and

$S$  is the total length of superstructures as defined in Rule 40.

Where the topsides are of unusual form,  $D$  is the depth of a midship section having vertical topsides, standard round of beam and area of topside section equal to that in the actual midship section. Where there is a step or break in the topsides (that is, as in the turret-deck ship) 70 per cent of the area above the step or break is included in the area used to determine the equivalent section.

In a ship, without an enclosed superstructure covering at least  $.6L$  amidships, without a complete trunk or without a combination of intact partial superstructures and trunk extending all fore and aft, the depth to be used with the freeboard table is not to be less than  $L/15$  in vessels below 350 feet in length, nor less than those tabulated below for lengths above 350 feet (minimum depths at intermediate lengths are obtained by interpolation).

$L$	Minimum depth	$L$	Minimum depth	$L$	Minimum depth
350	23.35	450	27.65	550	32.30
375	24.70	475	28.40	575	30.70
400	25.80	500	29.05	600	31.15
425	26.80	525	29.65	625	31.60

**RULE 36. Coefficient of fineness (c).**—The coefficient of fineness used with the freeboard table is given by

$$C = \frac{\Delta}{L \cdot B \cdot d}$$

Where  $\Delta$  is the volume in cubic feet of the ship's molded displacement excluding bossing at a mean molded draft  $d$ , which is 85 per cent of the molded depth.

The coefficient  $c$  is not to be taken as less than 0.68.

**RULE 37. Strength.**—The assigning authority is to be satisfied with the structural strength of ships to which freeboards are assigned.

Ships which comply with the highest standard of the rules of a classification society recognized by the Bureau of Marine Inspection and Navigation, Department of Commerce, shall be regarded as having sufficient strength for the minimum freeboards allowed under the rules.

Ships which do not comply with the highest standard of the rules of a classification society recognized by the Bureau of Marine Inspection and Navigation, Department of Commerce, shall be assigned such increased freeboards as shall be determined by the assigning authority, and for guidance the following strength moduli are formulated:

**Material.**—The strength moduli are based on the assumption that the structure is built of mild steel, manufactured by the open-hearth process (acid or basic), and having a tensile strength of 60,000 to 72,000 pounds per square inch, and a minimum elongation on a length of 8 inches of at least 1,500,000.

**Tensile strength.**

**Strength deck.**—The strength deck is the uppermost deck which is incorporated into and forms an integral part of the longitudinal girder within the half-length amidships.

**Depth to strength deck ( $D_s$ ).**—The depth to strength deck is the vertical distance in feet amidships from the top of the keel to the top of the strength deck beam at side.

**Draft ( $d$ ).**—The draft is the vertical distance in feet amidships from the top of the keel to the center of the diamond.

**Longitudinal modulus.**—The longitudinal modulus  $\frac{I}{y}$  is the moment of inertia  $I$  of the midship section about the neutral axis divided by the distance  $y$  measured from the neutral axis to the top of the strength deck beam at side, calculated in way of openings but without deductions for rivet holes. Areas are measured in square inches and distances in feet.

Below the strength deck, all continuous longitudinal members other than such parts of underdeck girders as are required entirely for supporting purposes are included. Above the strength deck, the gunwale angle bar and the extension of the sheerstrake are the only members included.

The required longitudinal modulus for effective material is expressed by  $f \cdot d \cdot B$ , where  $f$  is the factor obtained from the following table:

$L$	$f$	$L$	$f$	$L$	$f$
100	1.70	280	5.70	460	11.10
120	1.95	300	6.30	480	11.70
140	2.20	320	6.90	500	12.30
160	2.50	340	7.50	520	12.90
180	2.90	360	8.10	540	13.50
200	3.40	380	8.70	560	14.10
220	3.90	400	9.30	580	14.70
240	4.50	420	9.90	600	15.30
260	5.10	440	10.50	620	15.90

For intermediate lengths, the value of  $f$  is determined by interpolation.

This formula applies where the ratio  $\frac{L}{D_s}$  does not exceed 13.5 in vessels of 325 feet length and under and 19 in vessels of 600 feet length and above: Intermediate values between lengths of 325 feet and 600 feet length to be obtained by interpolation.

**Frame.**—For the purpose of the frame modulus, the frame is regarded as composed of a frame angle and a reverse angle each of the same size and thickness.

**Frame modulus.**—The modulus  $\frac{I}{y}$  of the midship frame below the lowest tier of beams is the moment of inertia  $I$  of the frame section about the neutral axis divided by the distance  $y$  measured from the neutral axis to the extremity of the frame section, calculated without deduction for rivet and bolt holes. The modulus is measured in inch units.

The required frame modulus is expressed by

$$\frac{s(d-t)(f_1+f_2)}{1,000}$$

where:

$s$  is the frame spacing in inches.

$t$  is the vertical distance in feet measured at amidships from the top of the keel to a point midway between the top of the inner bottom at side and the top of the heel bracket (see fig. 2); where there is no double bottom,  $t$  is measured to a point midway between the top of the floor at center and the top of the floor at side.

$f_1$  is a coefficient depending on  $H$ , which, in ships fitted with double bottoms, is the vertical distance in feet from the middle of the beam bracket of the lowest tier of beams at side to a point midway between the top of the inner bottom at side and the top of the heel bracket (see fig. 2); where there is no double bottom,  $H$  is measured to a point midway between the top of the floor at center and the top of the floor at side. Where the frame obtains additional strength from the form of the ship, due allowance is made in the value of  $f_1$ .

$f_2$  is a coefficient depending on  $K$  which is the vertical distance in feet from the top of the lowest tier of beams at side to a point 7 feet, 6 inches above the freeboard deck at side, or, if there is a superstructure, to a point 12 feet 6 inches above the freeboard deck at side.

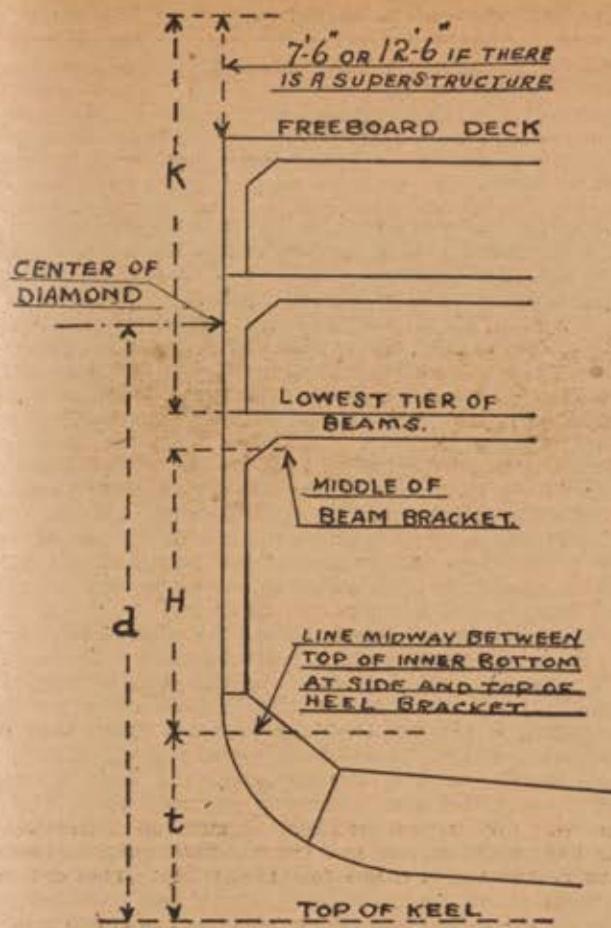


FIGURE 2.

(See fig. 2.) The values of  $f_1$  and  $f_2$  are obtained from the following tables:

$H$ in feet.....	0	7	9	11	13	15	17	19	21	23	25
$J_1$ .....	9	11	12.5	15	19	24	29.5	36	43	51	59
$K$ in feet.....	0	5	10	15	20	25	30	35	40	45	50
$J_2$ .....	0	0.5	1.0	2.0	3.0	4.5	6.5	9.0	12.0	15.0	18.0

NOTE.—Intermediate values are obtained by interpolation.

This formula applies where  $D$  is between 15 feet and 60 feet, both inclusive,  $B$  is between  $\frac{L}{10} + 5$  and  $\frac{L}{10} + 20$ , both inclusive,  $\frac{L}{D}$  is between 10 and 13.5, both inclusive, and the

horizontal distance from the outside of the frame to the center of the first row of pillars does not exceed 20 feet.

In single-deck ships of ordinary form, where  $H$  does not exceed 18 feet, the frame modulus determined by the preceding method is multiplied by the factor  $f_2$  where

$$f_2 = 0.50 + 0.05 (H - 8)$$

Where the horizontal distance from the outside of the frame to the center of the first row of pillars exceeds 20 feet, the assigning authority is to be satisfied that sufficient additional strength is provided.

#### Superstructures

**RULE 38. Height of superstructure.**—The height of a superstructure is the least vertical height measured from the top of the superstructure deck to the top of the freeboard deck beams minus the difference between  $D$  and the molded depth. (See rules 34 and 35.)

**RULE 39. Standard height of superstructure.**—The standard height of a raised quarter deck is 3 feet for ships up to and including 100 feet in length, 4 feet for ships 250 feet in length, and 6 feet for ships 400 feet in length and above. The standard height of any other superstructure is 6 feet for ships up to and including 250 feet in length and 7 feet 6 inches for ships 400 feet in length and above. The standard height at intermediate lengths is obtained by interpolation.

**RULE 40. Length of superstructure ( $S$ ).**—The length of a superstructure is the mean covered length of the parts of the superstructure which extend to the sides of the ship and lie within lines drawn perpendicular to the extremities of the Summer load water line, as defined in rule 32.

**RULE 41. Inclosed superstructure.**—A detached superstructure is regarded as inclosed only where—

(a) The inclosing bulkheads are of efficient construction (see rule 42).

(b) The access openings in these bulkheads are fitted with class 1 or class 2 closing appliances (see rules 43 and 44).

(c) All other openings in sides or ends of the superstructure are fitted with efficient weather-tight means of closing.

(d) Independent means of access to crew, machinery, bunker, and other working spaces within bridges and poops are at all times available when the bulkhead openings are closed.

**RULE 42. Superstructure bulkheads.**—Bulkheads at exposed ends of poops, bridges, and forecastles are deemed to be of efficient construction where the assigning authority is satisfied that, in the circumstances, they are equivalent to the following standard for ships with minimum freeboards under which standard the stiffeners and plating are of the scantlings given in Table 3, the stiffeners are spaced 30 inches apart, the stiffeners on poop and bridge front bulkheads have efficient end connections, and those on after bulkheads of bridges and forecastles extend for the whole distance between the margin angles of the bulkheads.

TABLE 3.—Exposed bulkheads of superstructures of standard height

Bridge front bulkheads, unprotected bulkheads of poops 0.4L or more in length		Bulkheads of poops partially protected or less in length than 0.4L		After bulkheads of bridges and forecastles	
Length of ship (feet)	Bulb angle stiffeners (inches)	Length of ship (feet)	Plain angle stiffeners (inches)	Length of ship (feet)	Plain angle stiffeners (inches)
Under 160.....	5½ by 3 by 0.30.....	Under 150.....	3 by 2½ by 0.30.....	Under 150.....	2½ by 2½ by 0.28.....
160.....	6 by 3 by 0.32.....	150.....	3½ by 2½ by 0.32.....	150.....	3 by 2½ by 0.28.....
200.....	6½ by 3 by 0.34.....	200.....	4 by 3 by 0.34.....	250.....	3½ by 3 by 0.30.....
240.....	7 by 3 by 0.36.....	250.....	4½ by 3 by 0.36.....	350.....	4 by 3 by 0.32.....
280.....	7½ by 3 by 0.38.....	300.....	5 by 3 by 0.38.....		
320.....	8 by 3 by 0.40.....	350.....	5½ by 3 by 0.42.....		
360.....	8½ by 3 by 0.42.....	400.....	6 by 3 by 0.44.....		
400.....	9 by 3 by 0.44.....	450.....	6½ by 3 by 0.46.....		
440.....	9½ by 3½ by 0.46.....	500.....	7 by 3½ by 0.48.....		
480.....	10 by 3½ by 0.48.....	550.....	7 by 3½ by 0.50.....		
520.....	10½ by 3½ by 0.50.....				
560.....	11 by 3½ by 0.52.....				

TABLE 3.—Exposed bulkheads of superstructures of standard height—Continued

Length of ship (feet)	Bulkhead plating (inch)	Length of ship (feet)	Bulkhead plating (inch)	Length of ship (feet)	Bulkhead plating (inch)
200 and under	0.3	160 and under	0.24	160 and under	0.20
380 and above	0.44	400 and above	0.38	400 and above	0.30

NOTE.—For ships intermediate in length the thicknesses of bulkhead plating are obtained by interpolation.

#### Appliances for Closing Access Openings in Bulkheads at Ends of Detached Superstructures

RULE 43. *Class 1 closing appliances.*—These appliances are of iron or steel, are in all cases to be permanently and strongly attached to the bulkhead, are framed, stiffened, and fitted so that the whole structure is of equivalent strength to the unpierced bulkhead, and are weather tight when closed. The means for securing these appliances are permanently attached to the bulkhead or to the appliances and the latter are so arranged that they can be closed and secured from both sides of the bulkhead or from the deck above. The sills of the access openings are at least 12 inches above the deck.

RULE 44. *Class 2 closing appliances.*—These appliances are (a) strongly framed hardwood hinged doors, which are not more than 30 inches wide nor less than 2 inches thick, or (b) shifting boards fitted for the full height of the opening in channels riveted to the bulkhead, the shifting boards being at least 2 inches thick where the width of opening is 30 inches or less, and increased in thickness at the rate of 1 inch for each additional 15 inches of width, or (c) portable plates of equal efficiency.

#### Temporary Appliances for Closing Openings in Superstructure Decks

RULE 45.—Temporary closing appliances for middle line openings in the deck of an inclosed superstructure consist of (a) a steel coaming not less than 9 inches in height efficiently riveted to the deck, (b) hatchway covers as required by rule 10, secured by hemp lashings, and (c) hatchway supports as required by rules 11 and 12.

#### Effective Length of Detached Superstructures

RULE 46. *General.*—Where exposed bulkheads at the ends of poops, bridges, and forecastles are not of efficient construction (see rule 42), they are considered as non-existent.

Where in the side plating of a superstructure there is an opening not provided with permanent means of closing, the part of the superstructure in way of the opening is regarded as having no effective length.

Where the height of a superstructure is less than the standard its length is reduced in the ratio of the actual to the standard height. Where the height exceeds the standard, no increase is made in the length of the superstructure.

RULE 47. *Poop.*—Where there is an efficient bulkhead and the access openings are fitted with class 1 closing appliances, the length to the bulkhead is effective. Where the access openings in an efficient bulkhead are fitted with class 2 closing appliances and the length to the bulkhead is 0.5L or less, 100 per cent of that length is effective; where the length is 0.7L or more, 90 per cent of that length is effective; where the length is between 0.5L and 0.7L, an intermediate percentage of that length is effective; where an allowance is given for an efficient adjacent trunk (see rule 51), 90 per cent of the length to the bulkhead is to be taken as effective; 50 per cent of the length of an open poop or of an open extension beyond an efficient bulkhead is effective.

RULE 48. *Raised quarter deck.*—Where there is an efficient intact bulkhead, the length to the bulkhead is effective. Where the bulkhead is not intact, the superstructure is considered as a poop of less than standard height.

RULE 49. *Bridge.*—Where there is an efficient bulkhead at each end, and the access openings in the bulkheads are fitted with class 1 closing appliances, the length between the bulkheads is effective.

Where the access openings in the forward bulkhead are fitted with class 1 closing appliances and the access openings in the after bulkhead with class 2 closing appliances, the length between the bulkheads is effective; where an allowance is given for an efficient trunk, adjacent to the after bulkhead (see rule 51), 90 per cent of the length is effective. Where the access openings in both bulkheads are fitted with class 2 closing appliances, 90 per cent of the length between the bulkheads is effective. Where the access openings in the forward bulkhead are fitted with class 1 or class 2 closing appliances and the access openings in the after bulkhead have no closing appliances, 75 per cent of the length between the bulkheads is effective. Where the access openings in both bulkheads have no closing appliances, 50 per cent of the length is effective; 75 per cent of the length of an open extension beyond the after bulkhead and 50 per cent of that beyond the forward bulkhead are effective.

RULE 50. *Forecastle.*—Where there is an efficient bulkhead and the access openings are fitted with class 1 or class 2 closing appliances, the length to the bulkhead is effective. Where no closing appliances are fitted and the sheer forward of amidships is not less than the standard sheer, 100 per cent of the length of the forecastle forward of 0.1L from the forward perpendicular is effective; where the sheer forward is half the standard sheer or less, 50 per cent of that length is effective; and where the sheer forward is intermediate between the standard and half the standard sheer, an intermediate percentage of that length is effective; 50 per cent of the length of an open extension beyond the bulkhead or beyond 0.1L from the forward perpendicular is effective.

RULE 51. *Trunk.*—A trunk or similar structure which does not extend to the sides of the ship is regarded as efficient provided that—

(a) The trunk is at least as strong as a superstructure.

(b) The hatchways are in the trunk deck, and comply with the requirements of rules 8 to 16, and the width of the trunk deck stringer provides a satisfactory gangway and sufficient lateral stiffness.

(c) A permanent working platform fore and aft fitted with guard rails is provided by the trunk deck, or by detached trunks connected to other superstructures by efficient permanent gangways.

(d) Ventilators are protected by the trunk, by watertight covers, or by equivalent means.

(e) Open rails are fitted on the weather portions of the freeboard deck in way of the trunk for at least half their length.

(f) The machinery casings are protected by the trunk, by a superstructure of standard height, or by a deck house of the same height and of equivalent strength.

Where access openings in poop and bridge bulkheads are fitted with class 1 closing appliances, 100 per cent of the length of an efficient trunk reduced in the ratio of its mean breadth to B is added to the effective length of the superstructures. Where the access openings in these bulkheads are not fitted with class 1 closing appliances 90 per cent is added.

The standard height of a trunk is the standard height of a bridge.

Where the height of the trunk is less than the standard height of a bridge, the addition is reduced in the ratio of the actual to the standard height; where the height of hatchway coamings on the trunk deck is less than the standard height of coamings (see rule 9), a reduction from the actual height of trunk is to be made which corresponds to the difference between the actual and the standard height of coamings.

*Effective Length of Inclosed Superstructures With Middle Line Openings*

**RULE 52. Inclosed superstructure with middle line openings in the deck not provided with permanent means of closing.**—Where there is an inclosed superstructure with one or more middle line openings in the deck not provided with permanent means of closing (see rules 8 to 16), the effective length of the superstructure is determined as follows:

(1) Where efficient temporary closing appliances are not provided for the middle line deck openings (see rule 45), or the breadth of opening is 80 per cent or more of the breadth  $B_1$  of the superstructure deck at the middle of the opening, the ship is considered as having an open well in way of each opening, and freeing ports are to be provided in way of this well. The effective length of superstructure between openings is governed by rules 47, 49, and 50.

(2) Where efficient temporary closing appliances are provided for middle line deck openings and the breadth of opening is less than 0.8  $B_1$ , the effective length is governed by rules 47, 49, and 50, except that where access openings in between deck bulkheads are closed by class 2 closing appli-

ances, they are regarded as being closed by class 1 closing appliances in determining the effective length. The total effective length is obtained by adding to the length determined by (1) the difference between this length and the length of the ship modified in the ratio of

$$\frac{B_1 - b}{B_1} \text{ where } b = \text{breadth of deck opening}$$

where

$$\frac{B_1 - b}{B_1} \text{ is greater than 0.5 it is taken as 0.5.}$$

*Deductions for Superstructures*

**RULE 53. Deductions for superstructures.**—Where the effective length of superstructures is 1.0L the deduction from the freeboard is 14 inches at 80 feet length of ship, 34 inches at 280 feet length, and 42 inches at 400 feet length and above; deductions at intermediate lengths are obtained by interpolation. Where the total effective length of superstructures is less than 1.0L the deduction is a percentage obtained from the following table:

Total effective length of superstructure (E)

Superstructures	0	0.1L	0.2L	0.3L	0.4L	0.5L	0.6L	0.7L	0.8L	0.9L	1.0L line
	Percent										
All types with forecastle and without detached bridge	0	5	10	15	23.5	32	46	63	75.3	82.7	100 A
All types with forecastle and detached bridge <sup>1</sup>	0	6.3	12.7	19	27.5	36	46	63	75.3	82.7	100 B

<sup>1</sup> Where the effective length of a detached bridge is less than 0.2L the percentages are obtained by interpolation between lines B and A. Where no forecastle is fitted the above percentages are reduced by 3. Percentages for intermediate lengths of superstructures are obtained by interpolation.

*Sheer*

**RULE 54. General.**—The sheer is measured from the deck at side to a line of reference drawn parallel to the keel through the sheer line at amidships.

In ships designed to trim by the stern in service, the sheer may be measured in relation to the load line, provided an additional mark is placed at 0.25L forward of amidships to indicate the assigned load line. This mark is to be similar to the load line diamond amidships.

In flush deck ships and in ships with detached superstructures the sheer is measured at the freeboard deck.

In ships with topsides of unusual form in which there is a step or break in the topsides, the sheer is considered in relation to the equivalent depth amidships (see rule 35).

In ships with a superstructure of standard height which extends over the whole length of the freeboard deck, the sheer is measured at the superstructure deck; where the height exceeds the standard, the sheer may be considered in relation to the standard height.

Where a superstructure is intact or access openings in its inclosing bulkheads are fitted with class 1 closing appliances, and the superstructure deck has at least the same sheer as the exposed freeboard deck, the sheer of the enclosed portion of the freeboard deck is not taken into account.

**RULE 55. Standard sheer profile.**—The ordinates (in inches) of the standard sheer profile are given in the following table, where  $L$  is the number of feet in the length of the ship:

Station	Ordinate	Factor
A. P.	0.1L+10	1
1/6L from A. P.	0.0445L+4.45	4
1/3L from A. P.	0.011L+1.1	2
Amidships	+0	4
1/3L from F. P.	0.022L+2.2	2
1/6L from F. P.	0.009L+8.9	4
F. P.	0.2L+20	1

NOTE.—A. P. = After end of summer load water line. F. P. = Fore end of summer load water line.

**RULE 56. Measurement of variations from standard sheer profile.**—Where the sheer profile differs from the standard, the 7 ordinates of each profile are multiplied by the appropriate factors given in the table of ordinates. The difference between the sums of the respective products, divided by 18, measures the deficiency or excess of sheer. Where the after half of the sheer profile is greater than the standard and the forward half is less than the standard, no credit is allowed for the part in excess and the deficiency only is measured.

Where the forward half of the sheet profile exceeds the standard, and the after portion of the sheer profile is not less than 75 per cent of the standard, credit is allowed for the part in excess; where the after part is less than 50 per cent of the standard no credit is given for the excess sheer forward. Where the after sheer is between 50 per cent and 75 per cent of the standard, intermediate allowances may be granted for excess sheer forward.

**RULE 57. Correction for variations from standard sheer profile.**—The correction for sheer is the deficiency or excess of sheer (see rule 56) multiplied by  $\frac{S}{2L}$  where  $S$  is the total length of superstructure, as defined in rule 40.

**RULE 58. Addition for deficiency in sheer.**—Where the sheer is less than the standard, the correction for deficiency in sheer (see rule 57) is added to the freeboard.

**RULE 59. Deduction for excess sheer.**—In flush deck ships and in ships where an enclosed superstructure covers 0.1L before and 0.1L abaft amidships, the correction for excess of sheer (see rule 57) is deducted from the freeboard; in ships with detached superstructures where no enclosed superstructure covers amidships, no deduction is made from the freeboard, where an enclosed superstructure covers less than 0.1L before and 0.1L abaft amidships, the deduction is obtained by interpolation. The maximum deduction for excess sheer is  $1\frac{1}{2}$  inches at 100 feet and increases at the rate of  $1\frac{1}{2}$  inches for each additional 100 feet in the length of the ship.

*Round of beam*

**RULE 60. Standard round of beam.**—The standard round of beam of the freeboard deck is one-fiftieth of the breadth of the ship.

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**RULE 61. Round of beam correction.**—Where the round of beam of the freeboard deck is greater or less than the standard, the freeboard is decreased or increased respectively by one-fourth of the difference between the actual and the standard round of beam, multiplied by the proportion of the length of the freeboard deck not covered by enclosed superstructures. Twice the standard round of beam is the maximum for which allowance is given.

**Minimum Freeboards**

**RULE 62. Summer freeboard.**—The minimum freeboard in summer is the freeboard derived from the freeboard table after corrections for departures from the standards and after deduction for superstructures. The freeboard measured from the intersection of the upper surface of the freeboard deck with the outer surface of the shell is not to be less than 2 inches.

**RULE 63. Intermediate and winter freeboard.**—The minimum freeboards for the Intermediate and Winter seasons is obtained by an addition to the summer freeboard of a distance in inches obtained by multiplying the factors given in the following table by the summer draft in feet measured from the top of the keel to the center of the diamond.

Length between perpendiculars	Factor for intermediate season	Factor for winter season
Under 400 ft.	0.25	0.50
Under 450 ft.	.25	.65
Under 500 ft.	.35	.80
Under 550 ft. and above	.45	1.00

Note.—Factors for intermediate lengths to be obtained by interpolation.

**RULE 64. Freeboard table for steamers.**—Basic minimum summer freeboard for steamers which comply with the standards laid down in the rules.

L (feet)	Free-board	L (feet)	Free-board	L (feet)	Free-board
80.	Inches 6.4	270.	Inches 33.1	400.	Inches 84.5
90.	7.4	280.	33.2	470.	87.5
100.	8.5	290.	37.4	530.	90.5
110.	9.6	300.	39.7	590.	93.4
120.	10.7	310.	42.0	650.	96.3
130.	11.8	320.	44.4	710.	99.1
140.	12.9	330.	46.9	780.	101.9
150.	14.0	340.	49.5	850.	104.7
160.	15.2	350.	52.1	920.	107.4
170.	16.5	360.	54.8	990.	110.0
180.	17.9	370.	57.6	1060.	112.6
190.	19.3	380.	60.5	1130.	115.1
200.	20.7	390.	63.4	1200.	117.6
210.	22.2	400.	66.4	1270.	120.0
220.	23.8	410.	69.4	1340.	122.3
230.	25.4	420.	72.4	1410.	124.5
240.	27.2	430.	75.4	1480.	126.7
250.	29.1	440.	78.5		
260.	31.0	450.	81.5		

(i) The minimum freeboards for flush deck steamers are obtained by an addition to the above table at the rate of  $1\frac{1}{2}$  inches for every 100 feet of length.

(ii) The freeboards at intermediate lengths are obtained by interpolation.

(iii) Where  $c$  exceeds 0.68, the freeboard is multiplied by the factor

$$\frac{c+0.68}{1.36}$$

(iv) Where  $D$  exceeds or is less than  $\frac{L}{15}$  the freeboard is increased or decreased accordingly, by  $(D - \frac{L}{15})R$  inches,

where  $R$  is  $\frac{L}{130}$  at lengths less than 390 feet, and 3 at 390 feet length and above.

The depth to be used in the above correction is not to be less than  $L/15$  in vessels below 350 feet in length, nor less

than those given in the following table for lengths 350 feet and above. Minimum depths at intermediate lengths are obtained by interpolation.

L	Min- imum depth	L	Min- imum depth	L	Min- imum depth
350.	23.35	450.	27.65	550.	30.20
375.	24.70	475.	28.40	575.	30.70
400.	25.80	500.	29.00	600.	31.15
425.	26.80	525.	29.05	625.	31.60

Provided, however, a ship with an enclosed superstructure covering at least 0.6L amidships with a complete trunk or with a combination of intact partial superstructures and trunk which extends all fore and aft, where  $D$  is less than  $L/15$ , the freeboard is reduced at the above rate. Where the height of superstructures or trunk is less than the standard height, the reduction is in the ratio of the actual to the standard height.

(v) Where the actual depth to the surface of the freeboard deck amidships is greater or less than  $D$ , the difference between the depths (in inches) is added to or deducted from the freeboard.

**PART 5—LOAD LINES FOR TANKERS****Definition**

**Tanker.**—The term "tanker" includes all steamers specially constructed for the carriage of liquid cargoes in bulk.

**RULE 65. Marks on the ship's sides.**—The marks on the ship's sides are to be as provided in the figure in rule 4.

**Supplementary Conditions of Assignment for Deeper Loading**

**RULE 66. Construction of ship.**—The structure of the ship is to be of sufficient strength for the increased draft corresponding to the freeboard assigned.

**RULE 67. Forecastle.**—The ship is to have a forecastle of which the length is not less than 7 per cent of the length of the ship and the height is not less than the standard height.

**RULE 68. Machinery casings.**—The openings in machinery casings on the freeboard deck are to be fitted with steel doors. The casings are to be protected by an enclosed poop or bridge of at least standard height, or by a deck house of equal height and of equivalent strength. The bulkheads at the ends of these structures are to be of the scantlings required for bridge front bulkheads. All entrances to the structures from the freeboard deck are to be fitted with effective closing appliances, and the sills are to be at least 18 inches above the deck. Exposed machinery casings on the superstructure deck are to be of substantial construction, and all openings in them are to be fitted with steel closing appliances permanently attached to the casings and capable of being closed and secured from both sides; the sills of such openings are to be at least 15 inches above the deck. Fiddley openings are to be as high above the superstructure deck as is reasonable and practicable and are to have strong steel covers permanently attached in their proper positions.

**RULE 69. Gangway.**—An efficiently constructed permanent gangway of sufficient strength for its exposed position is to be fitted fore and aft at the level of the superstructure deck between the poop and midship bridge, and when crew are berthed forward, from the bridge to the forecastle, or other equivalent means of access may be provided to carry out the purpose of the gangway, such as passage below deck.

**RULE 70. Protection of crew, access to machinery space, etc.**—Safe and satisfactory access from the gangway level to the quarters of the crew, the machinery space, and all other parts used in the necessary work of the ship is to be available at all times. This rule does not apply to pump rooms entered from the freeboard deck, when fitted with class 1 closing appliances.

**RULE 71. Hatchways.**—All hatchways on the freeboard deck and on the deck of expansion trunks are to be closed watertight by efficient steel covers.

**RULE 72. Ventilators.**—Ventilators to spaces below the freeboard deck are to be of ample strength or are to be protected by superstructures or equally efficient means.

**RULE 73. Freeing arrangements.**—Ships with bulwarks are to have open rails fitted for at least half the length of the exposed portion of the weather deck or other effective freeing arrangements. The upper edge of the sheer strake is to be kept as low as practicable and preferably not higher than the upper edge of the gunwale bar.

Where superstructures are connected by trunks, open rails are to be fitted for the whole length of the weather portions of the freeboard deck.

**RULE 74. Plans.**—Plans showing proposed fittings and arrangements are to be submitted to the assigning authority for approval.

#### Freeboards

**RULE 75. Computation of freeboard.**—When the assigning authority is satisfied that the foregoing requirements are fulfilled, the summer freeboard may be computed from the table for tankers; all corrections except those for flush-deck steamers, detached superstructures, excess sheer, are to be made in accordance with part 4 of the rules.

**RULE 76. Deductions for detached superstructures.**—When the total effective length of superstructure is less than 1.0L, the deduction is a percentage of that for a superstructure of length 1.0L, and is obtained from the following table:

Total Effective Length of Superstructures

	0	0.1L	0.2L	0.3L	0.4L	0.5L	0.6L	0.7L	0.8L	0.9L	1.0L
All types	Per-cent 0	Per-cent 7	Per-cent 14	Per-cent 21	Per-cent 31	Per-cent 41	Per-cent 52	Per-cent 63	Per-cent 75.3	Per-cent 87.7	Per-cent 100

**RULE 77. Deduction for excess sheer.**—Where the sheer is greater than the standard, the correction for excess sheer (see rule 57 or part 4, load lines for steamers), is deducted from the freeboard for all tankers. Rule 59 of part 4 does not apply except that the maximum deduction for excess sheer is 1½ inches at 100 feet and increases at the rate of 1½ inches for each additional 100 feet in the length of the ship.

**RULE 78. Freeboard table for tankers.**—

L (feet)	Freeboard	L (feet)	Freeboard
Inches			
190	19.2	330	42.4
200	20.6	340	44.4
210	22.0	350	46.4
220	23.4	360	48.5
230	24.9	370	50.6
240	25.4	380	52.7
250	28.0	390	54.9
260	29.6	400	57.1
270	31.3	410	59.4
280	33.0	420	61.7
290	34.8	430	64.1
300	36.6	440	66.5
310	38.5	450	69.0
320	40.4	460	71.5

**NOTE.**—Tankers above 460 feet in length to be specially considered, and the assigned freeboards are to be approved by the Bureau of Marine Inspection and Navigation before issuance of certificate.

**APPENDIXES**  
**Appendix A—Fees**

**Scale of maximum fees payable by owner for assignment of load line (including load line and condition survey, verification of markings, and issuance of load line certificate)**

	Classed vessels	Unclassed vessels
Under 500 gross tons	\$30.00	\$90.00
700 and under 1,000 gross tons	35.00	105.00
1,000 and under 2,000 gross tons	40.00	125.00
2,000 and under 3,000 gross tons	50.00	150.00
3,000 and under 4,000 gross tons	60.00	175.00
4,000 and under 5,000 gross tons	70.00	200.00
5,000 and under 6,000 gross tons	80.00	220.00
6,000 and under 7,000 gross tons	90.00	240.00
7,000 and under 8,000 gross tons	100.00	260.00
8,000 and under 10,000 gross tons	110.00	280.00
10,000 and under 12,000 gross tons	120.00	300.00
12,000 and above	130.00	320.00

The maximum fees for condition survey and renewal of load-line certificates shall be 50 per cent of the above scale. In the case of an American Bureau classed vessel no charge will be made for this survey if carried out in conjunction with a special periodical survey required for maintenance of class and for which a fee is chargeable.

The fee for annual load line inspection shall be twenty five dollars. In the case of a vessel classed by the American Bureau of Shipping, no charge will be made for this inspection if carried out at the same time as a survey to the hull that is required by the rules of the American Bureau of Shipping for maintenance of class and for which a fee is chargeable.

All traveling expenses incurred in connection with the above surveys will be an additional charge.

**Appendix B—Forms of Certificates**

**LOAD LINE CERTIFICATE FOR THE GREAT LAKES**

[SEAL]

Issued under the authority of the Department of Commerce, United States of America, under the provisions of the Act of August 27, 1935, to establish load lines for American merchant vessels of 150 gross tons or over, engaged in trade on the Great Lakes of North America.

Ship \_\_\_\_\_ Official No. \_\_\_\_\_

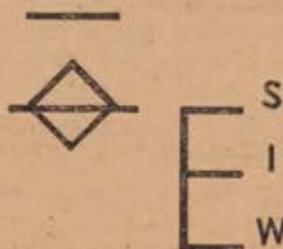
Port of registry \_\_\_\_\_

Gross tonnage \_\_\_\_\_

Freeboard from deck line \_\_\_\_\_ Load line \_\_\_\_\_

Summer \_\_\_\_\_ S \_\_\_\_\_  
Intermediate \_\_\_\_\_ I \_\_\_\_\_  
Winter \_\_\_\_\_ W \_\_\_\_\_

The upper edge of the deck line from which these freeboards are measured is \_\_\_\_\_ inches above the top of the \_\_\_\_\_ deck at side.



This is to certify that this ship has been surveyed and the freeboards and load lines shown above have been found to be correctly marked upon the vessel in manner and location as provided by the load line regulations of the Department of Commerce applicable to the Great Lakes.

This certificate remains in force until \_\_\_\_\_  
Issued at \_\_\_\_\_ on the \_\_\_\_\_ day of \_\_\_\_\_ 19\_\_\_\_

(Here follows the signature, seal, if any, and the name of the authority issuing the certificate.)

**NOTE.**—In accordance with the Great Lakes Load Line Regulations the diamond and lines must be permanently marked by center punch marks or cutting.

I have surveyed this ship for the purpose of seeing whether this Certificate should remain in force and the Survey has been completed to my satisfaction.

Signature of Surveyor \_\_\_\_\_ Place \_\_\_\_\_ Date \_\_\_\_\_  
Sgd. \_\_\_\_\_ at \_\_\_\_\_ on \_\_\_\_\_

I have surveyed this ship for the purpose of seeing whether this Certificate should remain in force and the Survey has been completed to my satisfaction.

Signature of Surveyor \_\_\_\_\_ Place \_\_\_\_\_ Date \_\_\_\_\_  
Sgd. \_\_\_\_\_ at \_\_\_\_\_ on \_\_\_\_\_

I have surveyed this ship for the purpose of seeing whether this Certificate should remain in force and the Survey has been completed to my satisfaction.

\* Upon the expiration of the certificate, renewal must be obtained as provided by the Great Lakes Load Line Regulations and the certificate so endorsed.

## FEDERAL REGISTER, August 19, 1936

Signature of Surveyor	Place	Date
Sgd. _____	at _____	on _____
I have surveyed this ship for the purpose of seeing whether this Certificate should remain in force and the Survey has been completed to my satisfaction.		
Signature of Surveyor	Place	Date
Sgd. _____	at _____	on _____
<i>1st renewal</i>		
The provisions of the Great Lakes Load Line Regulations having been fully complied with by this vessel or when not fully complied with proper penalties to freeboard having been enforced, this certificate is renewed till—		
Place _____	Date _____	
(Signature and name of authority)		
<i>2nd renewal</i>		
The provisions of the Great Lakes Load Line Regulations having been fully complied with by this vessel or when not fully complied with proper penalties to freeboard having been enforced, this certificate is renewed till—		
Place _____	Date _____	
(Signature and name of authority)		
Approved August 15, 1936.		
[SEAL]	J. M. JOHNSON, Acting Secretary of Commerce.	
[F. R. Doc. 1754—Filed, August 17, 1936; 2:16 p. m.]		

## FEDERAL TRADE COMMISSION.

United States of America—Before Federal Trade Commission

At a regular session of the Federal Trade Commission, held at its office in the City of Washington, D. C., on the 17th day of August A. D. 1936.

Commissioners: Charles H. March, Chairman; Garland S. Ferguson, Jr., Ewin L. Davis, W. A. Ayres, Robert E. Freer.

[File No. 21-252]

## IN THE MATTER OF TRADE PRACTICE CONFERENCE RULES FOR THE LADIES' HANDBAG MANUFACTURING INDUSTRY

## PROMULGATION OF TRADE PRACTICE CONFERENCE RULES

Due proceedings having been had under the trade practice conference procedure in pursuance of the Act of Congress approved September 26, 1914 (38 Stat. 717),

It is now ordered, that the trade practice conference rules of Group I which have been approved by the Commission in this proceeding and those of Group II which have been received by the Commission as expressions of the industry be, and the same are hereby, promulgated for the Ladies' Handbag Manufacturing Industry, as follows:

*Trade Practice Rules*  
LADIES' HANDBAG MANUFACTURING INDUSTRY  
GROUP I

The unfair trade practices which are embraced in Group I rules are considered to be unfair methods of competition within the decisions of the Federal Trade Commission and the Courts, and appropriate proceedings in the public interest will be taken by the Commission to prevent the use of such unlawful practices in or directly affecting interstate commerce.

## Rule 1.

The making, or causing or permitting to be made or published, any false, untrue, or deceptive statement or representation, by way of advertisement or otherwise, concerning the grade, quality, quantity, substance, character, nature, origin, size, or preparation of any product of the industry, or concerning credit terms, values, policies, services, or the nature or form of the business conducted, having the tendency or capacity to mislead or deceive purchasers or prospective purchasers, is an unfair trade practice.

## Rule 2.

The defamation of competitors by falsely imputing to them dishonorable conduct, inability to perform contracts, questionable credit standing, or by other false representations, or the false disparagement of the grade or quality of the goods of competitors, their credit terms, values, policies, services, or the nature or form of the business conducted, with the tendency or capacity to mislead or deceive purchasers or prospective purchasers, is an unfair trade practice.

## Rule 3.

The practice of selling goods below the seller's cost, with the intent and with the effect of injuring a competitor and where the effect may be to substantially lessen competition or tend to create a monopoly or unreasonably restrain trade, is an unfair trade practice. All elements recognized by good accounting practice as proper elements of such cost shall be included in determining cost under this rule.

## Rule 4.

Directly or indirectly to give, or permit to be given, or offer to give, money or anything of value to agents, employees, or representatives of customers or prospective customers, or to agents, employees, or representatives of competitors' customers or prospective customers, without the knowledge of their employers or principals, as an inducement to influence their employers or principals to purchase or contract to purchase industry products from the maker of such gift or offer, or to influence such employers or principals to refrain from dealing or contracting to deal with competitors, is an unfair trade practice.

## Rule 5.

The circulation of threats of suit for infringement of patents or trade marks among customers or prospective customers of a competitor, not made in good faith but for the purpose of harassing or intimidating such customers or prospective customers, or otherwise prejudicing or injuring competitors in their businesses, is an unfair trade practice.

## Rule 6.

The secret payment or allowance of rebates, refunds, commissions, or unearned discounts, whether in the form of money or disguised as advertising allowances, forwarding or transportation charges, repair charges, or otherwise, or secretly extending to certain purchasers special services or privileges not extended to all purchasers under like terms and conditions, with the intent and with the effect of injuring competitors, and where the effect may be to substantially lessen competition or tend to create a monopoly or to unreasonably restrain trade, is an unfair trade practice.

## Rule 7.

The practice of branding or marking or packing any products, or causing the same to be branded or marked or packed, in a manner which is calculated to or does deceive or mislead purchasers, prospective purchasers, or the consuming public, with respect to the brand, grade, quality, value, quantity, origin, size, substance, character, nature, material, content, or preparation of such products, is an unfair trade practice.

## Rule 8.

Price discrimination contrary to Section 2 of the Clayton Act, as amended by the Act of Congress approved June 19, 1936 (Public, No. 692, 74th Congress), is an unfair trade practice.

## Rule 9.

The imitation of the trade marks, trade names, or other marks of identification of competitors, having the tendency or capacity to mislead or deceive purchasers or prospective purchasers, is an unfair trade practice.

## Rule 10.

The practice of coercing the purchase of one or more products as a prerequisite to the purchase of one or more

other products, where the effect may be to substantially lessen competition or tend to create a monopoly or to unreasonably restrain trade, is an unfair trade practice.

*Rule 11.*

Wilfully inducing or attempting to induce the breach of any lawfully existing contract or contracts between competitors and their customers or their suppliers by any false or deceptive means whatsoever, or wilfully interfering with or obstructing the performance of any such contractual duties or services, with the purpose and effect of unduly hampering, injuring, or embarrassing competitors in their businesses, is an unfair trade practice.

*Rule 12.*

Withholding from or inserting in the invoice, bill of lading, or other document of title, statements which make the invoice, bill of lading, or other document of title a false record, wholly or in part, of the transaction represented on the face thereof, with the purpose or effect of misleading or deceiving purchasers, prospective purchasers, or the consuming public, is an unfair trade practice.

*Rule 13.*

For any member of the Industry knowingly to aid or abet another in the use of unfair trade practices is an unfair trade practice.

*Rule 14.*

The publishing or circulating by any member of the industry of false or misleading price quotations, price lists, or terms of sale, having the tendency or capacity to mislead or deceive purchasers, prospective purchasers, or the consuming public, is an unfair trade practice.

GROUP II

The trade practices embraced in Group II rules do not, per se, constitute violations of law. They are considered by the industry either to be unethical, uneconomical, or otherwise objectionable; or to be conducive to sound business methods which the industry desires to encourage and promote. Such rules, when they conform to the above specifications and are not violative of law, will be received by the Commission, but the observance of said rules must depend upon and be accomplished through the cooperation of the members of the industry concerned, exercised in accordance with existing law. Where, however, such practices are used in such manner as to become unfair methods of competition in commerce or a violation of any law over which the Commission has jurisdiction, appropriate proceedings will be instituted by the Commission as in the case of violation of Group I rules.

*Rule A.*

The industry disapproves of the practice of accepting the return of merchandise after the same has been in the hands of the purchaser for an unreasonable length of time.

*Rule B.*

It is the judgment of the industry that each member should independently keep proper and accurate records for determining his costs.

By the Commission.

[SEAL]

OTIS B. JOHNSON, Secretary.

[F. R. Doc. 1766—Filed, August 18, 1936; 10:35 a. m.]

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*United States of America—Before Federal Trade Commission*

At a regular session of the Federal Trade Commission, held at its office in the City of Washington, D. C., on the 13th day of August A. D. 1936.

Commissioners: Charles H. March, Chairman; Garland S. Ferguson, Jr., Ewin L. Davis, W. A. Ayres, Robert E. Freer.

No. 113—3

[Docket No. 2546]

IN THE MATTER OF JOHN D. PORTERFIELD AND ADDIE PORTERFIELD, INDIVIDUALLY AND AS CO-PARTNERS TRADING UNDER THE FIRM NAME AND STYLE OF PORTERFIELD CANDY COMPANY

ORDER APPOINTING EXAMINER AND FIXING TIME AND PLACE FOR TAKING TESTIMONY

This matter being at issue and ready for the taking of testimony, and pursuant to authority vested in the Federal Trade Commission, under an Act of Congress (38 Stat. 717; 15 U. S. C. A., Section 41).

It is ordered that Miles J. Furnas, an examiner of this Commission, be and he hereby is designated and appointed to take testimony and receive evidence in this proceeding and to perform all other duties authorized by law;

It is further ordered that the taking of testimony in this proceeding begin Tuesday, September 1, 1936, at nine o'clock in the forenoon of that day (central standard time), in Room 316, Federal Building, Fort Worth, Texas.

Upon completion of testimony for the Federal Trade Commission, the examiner is directed to proceed immediately to take testimony and evidence on behalf of the respondent. The examiner will then close the case and make his report.

By the Commission.

[SEAL]

OTIS B. JOHNSON, Secretary.

[F. R. Doc. 1760—Filed, August 18, 1936; 10:33 a. m.]

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*United States of America—Before Federal Trade Commission*

At a regular session of the Federal Trade Commission, held at its office in the City of Washington, D. C., on the 13th day of August A. D. 1936.

Commissioners: Charles H. March, Chairman; Garland S. Ferguson, Jr., Ewin L. Davis, W. A. Ayres, Robert E. Freer.

[Docket No. 2697]

IN THE MATTER OF WOODY CANDY COMPANY, A CORPORATION

ORDER APPOINTING EXAMINER AND FIXING TIME AND PLACE FOR TAKING TESTIMONY

This matter being at issue and ready for the taking of testimony, and pursuant to authority vested in the Federal Trade Commission, under an Act of Congress (38 Stat. 717; 15 U. S. C. A., Section 41),

It is ordered, that Miles J. Furnas, an examiner of this Commission be, and he hereby is, designated and appointed to take testimony and receive evidence in this proceeding and to perform all other duties authorized by law;

It is further ordered, that the taking of testimony in this proceeding begin on Monday, August 31, 1936, at half past one o'clock in the afternoon of that day (central standard time), in room 709 of the Federal Building, Oklahoma City, Oklahoma.

Upon completion of testimony for the Federal Trade Commission, the examiner is directed to proceed immediately to take testimony and evidence on behalf of the respondent. The examiner will then close the case and make his report.

By the Commission.

[SEAL]

OTIS B. JOHNSON, Secretary.

[F. R. Doc. 1761—Filed, August 18, 1936; 10:33 a. m.]

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*United States of America—Before Federal Trade Commission*

At a regular session of the Federal Trade Commission, held at its office in the City of Washington, D. C., on the 13th day of August A. D. 1936.

Commissioners: Charles H. March, Chairman; Garland S. Ferguson, Jr., Ewin L. Davis, W. A. Ayres, Robert E. Freer.

## FEDERAL REGISTER, August 19, 1936

[Docket No. 2699]

IN THE MATTER OF FINE-REDING CANDY MFG. CO., INC., A CORPORATION

ORDER APPOINTING EXAMINER AND FIXING TIME AND PLACE FOR TAKING TESTIMONY

This matter being at issue and ready for the taking of testimony, and pursuant to authority vested in the Federal Trade Commission, under an Act of Congress (38 Stat. 717; 15 U. S. C. A., Section 41).

It is ordered that Miles J. Furnas, an examiner of this Commission, be and he hereby is, designated and appointed to take testimony and receive evidence in this proceeding and to perform all other duties authorized by law;

It is further ordered, that the taking of testimony in this proceeding begin on Monday, August 31, 1936, at half past two o'clock in the afternoon of that day, in room 709 of the Federal Building, Oklahoma City, Oklahoma, central standard time.

Upon completion of testimony for the Federal Trade Commission, the examiner is directed to proceed immediately to take testimony and evidence on behalf of the respondent. The examiner will then close the case and make his report.

By the Commission.

[SEAL] OTIS B. JOHNSON, Secretary.

[F. R. Doc. 1762—Filed, August 18, 1936; 10:33 a. m.]

*United States of America—Before Federal Trade Commission*

At a regular session of the Federal Trade Commission, held at its office in the City of Washington, D. C., on the 13th day of August A. D. 1936.

Commissioners: Charles H. March, Chairman; Garland S. Ferguson, Jr., Ewin L. Davis, W. A. Ayres, Robert E. Freer.

[Docket No. 2704]

IN THE MATTER OF WILLIAMS-CRAHAN COMPANY, A CORPORATION  
ORDER APPOINTING EXAMINER AND FIXING TIME AND PLACE FOR TAKING TESTIMONY

This matter being at issue and ready for the taking of testimony, and pursuant to authority vested in the Federal Trade Commission, under an Act of Congress (38 Stat. 717; 15 U. S. C. A., Section 41).

It is ordered that Miles J. Furnas, an examiner of this Commission, be and he hereby is, designated and appointed to take testimony and receive evidence in this proceeding and to perform all other duties authorized by law;

It is further ordered that the taking of testimony in this proceeding begin on Monday, August 31, 1936, at three-thirty in the afternoon of that day (central standard time), in Room 709, Federal Building, Oklahoma City, Oklahoma.

Upon completion of testimony for the Federal Trade Commission, the examiner is directed to proceed immediately to take testimony and evidence on behalf of the respondent. The examiner will then close the case and make his report.

By the Commission.

[SEAL] OTIS B. JOHNSON, Secretary.

[F. R. Doc. 1763—Filed, August 18, 1936; 10:34 a. m.]

*United States of America—Before Federal Trade Commission*

At a regular session of the Federal Trade Commission, held at its office in the City of Washington, D. C., on the 12th day of August A. D. 1936.

Commissioners: Charles H. March, Chairman; Garland S. Ferguson, Jr., Ewin L. Davis, W. A. Ayres, Robert E. Freer.

[Docket No. 2766]

IN THE MATTER OF L. W. GIBSON

ORDER APPOINTING EXAMINER AND FIXING TIME AND PLACE FOR TAKING TESTIMONY

This matter being at issue and ready for the taking of testimony, and pursuant to authority vested in the Federal Trade Commission, under an Act of Congress (38 Stat. 717; 15 U. S. C. A., Section 41).

It is ordered that W. W. Sheppard, an examiner of this Commission, be and he hereby is designated and appointed to take testimony and receive evidence in this proceeding and to perform all other duties authorized by law;

It is further ordered that the taking of testimony in this proceeding begin on Monday, August 17, 1936, at nine o'clock in the forenoon of that day (central standard time), in Room 1123, New Post Office Building, Chicago, Illinois.

Upon completion of testimony for the Federal Trade Commission, the examiner is directed to proceed immediately to take testimony and evidence on behalf of the respondent. The examiner will then close the case and make his report.

By the Commission.

[SEAL]

OTIS B. JOHNSON, Secretary.

[F. R. Doc. 1764—Filed, August 18, 1936; 10:34 a. m.]

*United States of America—Before Federal Trade Commission*

At a regular session of the Federal Trade Commission, held at its office in the City of Washington, D. C., on the 11th day of August A. D. 1936.

Commissioners: Charles H. March, Chairman; Garland S. Ferguson, Jr., Ewin L. Davis, W. A. Ayres, Robert E. Freer.

[Docket No. 2802]

IN THE MATTER OF THE I. T. S. COMPANY, THE NATIONAL FEDERATION OF MASTER SHOE REBUILDERS, ITS OFFICERS AND MEMBERS, GEORGE BENSON, C. C. ZEIGLER, WALTER L. GREEN, S. L. ORENSTEIN, INDIVIDUALLY AND AS PRESIDENT, VICE PRESIDENT, TREASURER, AND EXECUTIVE SECRETARY, RESPECTIVELY, OF SAID ASSOCIATION

ORDER APPOINTING EXAMINER AND FIXING TIME AND PLACE FOR TAKING TESTIMONY

This matter being at issue and ready for the taking of testimony, and pursuant to authority vested in the Federal Trade Commission, under an Act of Congress (38 Stat. 717; 15 U. S. C. A., Section 41).

It is ordered that W. W. Sheppard, an examiner of this Commission, be and he hereby is, designated and appointed to take testimony and receive evidence in this proceeding and to perform all other duties authorized by law;

It is further ordered that the taking of testimony in this proceeding begin on Wednesday, August 19, 1936, at ten o'clock in the forenoon of that day, eastern standard time, in room 307, Federal Building, Cleveland, Ohio.

Upon completion of testimony for the Federal Trade Commission, the examiner is directed to proceed immediately to take testimony and evidence on behalf of the respondent. The examiner will then close the case and make his report.

By the Commission.

[SEAL]

OTIS B. JOHNSON, Secretary.

[F. R. Doc. 1765—Filed, August 18, 1936; 10:34 a. m.]

*INTERSTATE COMMERCE COMMISSION.*

ORDER

At a Session of the Interstate Commerce Commission, Division 5, held at its office in Washington, D. C., on the 10th day of August A. D. 1936.

[Docket No. BMC 50066]

**APPLICATION OF MARSHALL J. ARMSTRONG AND CHRISTOBEL J. ARMSTRONG FOR AUTHORITY TO OPERATE AS A COMMON CARRIER**

In the Matter of the Application of Marshall J. Armstrong and Christobel J. Armstrong, Copartners, Doing Business as M. J. Armstrong & Company, of Seymour Street, Middlebury, Vt., for a Certificate of Public Convenience and Necessity (Form BMC 8) To Extend Its Present Operation, Filed on Form BMC 1 (Contract Carrier), Authorizing Operation as a Common Carrier by Motor Vehicle in the Transportation of Commodities Generally, With Exceptions, in Interstate Commerce, Over the Following Routes

**Route No. 1.**—Between Burlington, Vt., and Boston, Mass., via Rutland and Bellows Falls, Vt., and Greenfield, Mass., over U. S. Highways 7, 5, State Highways 103, 2.

**Route No. 2.**—Between Rutland, Vt., and New York, N. Y., via Hudson Falls and Glens Falls, N. Y., over U. S. Highways 4, 9, State Highway 328.

**Route No. 3.**—Between Glens Falls, N. Y., and Newark, N. J., via Albany, N. Y., over U. S. Highways 9, 9W.

**Route No. 4.**—Between Glens Falls and Rochester, N. Y., via Saratoga Springs, Johnstown, Fonda, Waterloo, over U. S. Highway 9, State Highways 29, 148, 5, 15.

**Route No. 5.**—Between Fonda and Buffalo, N. Y., over State Highway 5.

*It appearing*, That the above-entitled matter is one which the Commission is authorized by the Motor Carrier Act, 1935, to refer to an examiner:

*It is ordered*, That the above-entitled matter be, and it is hereby, referred to Examiner T. Naftalin for hearing and for the recommendation of an appropriate order thereon, to be accompanied by the reasons therefor:

*It is further ordered*, That this matter be set down for hearing before Examiner T. Naftalin, on the 15th day of September, A. D. 1936, at 9 o'clock a. m. (standard time), at the Public Service Commission, Albany, N. Y.:

*It is further ordered*, That notice of this proceeding be duly given;

*And it is further ordered*, That any party desiring to be notified of any change in the time or place of the said hearing (at his own expense if telegraphic notice becomes necessary) shall advise the Bureau of Motor Carriers of the Commission, Washington, D. C., to that effect by notice which must reach the said Bureau within 10 days from the date of service hereof and that the date of mailing of this notice shall be considered as the time when said notice is served.

By the Commission, division 5.

[SEAL]

GEORGE B. McGINTY, Secretary.

[F. R. Doc. 1778—Filed, August 18, 1936; 12:31 p. m.]

**ORDER**

At a Session of the Interstate Commerce Commission, Division 5, held at its office in Washington, D. C., on the 10th day of August A. D. 1936.

[Docket No. BMC 50353]

**APPLICATION OF BERT M. JOSE FOR AUTHORITY TO OPERATE AS A CONTRACT CARRIER**

In the Matter of the Application of Bert M. Jose, Individual, Doing Business as Jose Transportation Co., of 41 Flagg Avenue, Jamestown, N. Y., for a Permit (Form BMC 10, New Operation), Authorizing Operation as a Contract Carrier by Motor Vehicle in the Transportation of Special Commodities Only, in Interstate Commerce, in the States of New York, Pennsylvania, Massachusetts, Rhode Island, and Connecticut, Over the Following Routes

**Route No. 1.**—Between Jamestown, N. Y., and Boston, Mass.

**Route No. 2.**—Between Jamestown, N. Y., and Warren, Pa.

Also operations in the States of New York, Massachusetts, Connecticut, and Rhode Island, over irregular routes.

A more detailed statement of route or routes (or territory) is contained in said application, copies of which are on file and may be inspected at the office of the Interstate Commerce Commission, Washington, D. C., or offices of the boards, commissions, or officials of the States involved in this application.

*It appearing*, That the above-entitled matter is one which the Commission is authorized by the Motor Carrier Act, 1935, to refer to an examiner:

*It is ordered*, That the above-entitled matter be, and it is hereby, referred to Examiner T. Naftalin for hearing and for the recommendation of an appropriate order thereon, to be accompanied by the reasons therefor:

*It is further ordered*, That this matter be set down for hearing before Examiner T. Naftalin on the 15th day of September A. D. 1936, at 9 o'clock a. m. (standard time), at the Public Service Commission, Albany, N. Y.:

*It is further ordered*, That notice of this proceeding be duly given;

*And it is further ordered*, That any party desiring to be notified of any change in the time or place of the said hearing (at his own expense if telegraphic notice becomes necessary) shall advise the Bureau of Motor Carriers of the Commission, Washington, D. C., to that effect by notice which must reach the said Bureau within 10 days from the date of service hereof and that the date of mailing of this notice shall be considered as the time when said notice is served.

By the Commission, division 5.

[SEAL]

GEORGE B. McGINTY, Secretary.

[F. R. Doc. 1777—Filed, August 18, 1936; 12:31 p. m.]

**SECURITIES AND EXCHANGE COMMISSION.**

*United States of America—Before the Securities and Exchange Commission*

At a regular session of the Securities and Exchange Commission held at its office in the City of Washington, D. C., on the 14th day of August A. D. 1936.

[File No. 20-331A13]

**IN THE MATTER OF AN OFFERING SHEET OF A ROYALTY INTEREST IN THE CONTINENTAL-YOUNG FARM. FILED ON AUGUST 11, 1936, BY W. E. COOK, RESPONDENT**

**ORDER CONSENTING TO WITHDRAWAL OF OFFERING SHEET ON REQUEST OF OFFEROR**

The Securities and Exchange Commission, having due regard for the public interest and the protection of investors, and finding that the offeror has, by telegram received on August 11, 1936, represented that no sales of any of the interests covered by the above offering sheet have been made, and has requested that the said offering sheet be withdrawn, consents to the withdrawal thereof without allowing the papers heretofore filed to be removed from the files of the Commission; and

*It is so ordered.*

By the Commission.

[SEAL]

FRANCIS P. BRASSOR, Secretary.

[F. R. Doc. 1802—Filed, August 18, 1936; 12:47 p. m.]

*United States of America—Before the Securities and Exchange Commission*

At a regular session of the Securities and Exchange Commission, held at its office in the City of Washington, D. C., on the 17th day of August 1936.

## FEDERAL REGISTER, August 19, 1936

[File No. 1-151]

**IN THE MATTER OF DURHAM HOSIERY MILLS 6% CUMULATIVE PREFERRED STOCK, \$100 PAR VALUE**

**ORDER DIRECTING HEARING UNDER SECTION 12 (D) OF THE SECURITIES EXCHANGE ACT OF 1934, AS AMENDED**

The Durham Hosiery Mills having made application to the Commission under Rule JD2 to withdraw from listing and registration on the New York Stock Exchange 32,737 shares of 6% Cumulative Preferred Stock, \$100 par value; and

The Commission having directed that a hearing be held in this matter at which all interested persons should be given an opportunity to be heard, and that general notice thereof should be given;

It is ordered that Charles S. Lobingier, an officer of the Commission, be, and he hereby is, designated to administer oaths and affirmations, subpoena witnesses, compel their attendance, take evidence, and require the production of any books, papers, correspondence, memoranda, or other records deemed relevant or material to the inquiry, and perform all other duties in connection therewith authorized by law; and

It is further ordered that the hearing begin at 10 o'clock A. M., Thursday, September 3, 1936, in Room 1101, Securities and Exchange Commission Building, 1778 Pennsylvania Avenue NW, Washington, D. C., and continue thereafter at such times and places as said officer may determine.

By the Commission.

[SEAL] FRANCIS P. BRASSOR, Secretary.

[F. R. Doc. 1803—Filed, August 18, 1936; 12:48 p. m.]

*United States of America—Before the Securities and Exchange Commission*

At a regular session of the Securities and Exchange Commission, held at its office in the City of Washington, D. C., on the 17th day of August 1936.

[File No. 1-1992]

**IN THE MATTER OF MULLINS MANUFACTURING CORPORATION CLASS A COMMON STOCK, \$7.50 PAR VALUE**

**ORDER DIRECTING HEARING UNDER SECTION 12 (D) OF THE SECURITIES EXCHANGE ACT OF 1934, AS AMENDED**

The Boston Stock Exchange and New York Stock Exchange having made application to the Commission under Rule JD2 to strike from listing and registration the Class A Common Stock, \$7.50 par value, of Mullins Manufacturing Corporation; and

The Commission having directed that a hearing be held in this matter at which all interested persons should be given an opportunity to be heard, and that general notice thereof should be given;

It is ordered, that Charles S. Lobingier, an officer of the Commission, be, and he hereby is, designated to administer oaths and affirmations, subpoena witnesses, compel their attendance, take evidence, and require the production of any books, papers, correspondence, memoranda, or other records deemed relevant or material to the inquiry, and perform all other duties in connection therewith authorized by law; and

It is further ordered, that the hearing begin at 10 o'clock A. M., Wednesday, September 2, 1936, in Room 1101, Securities and Exchange Commission Building, 1778 Pennsylvania Avenue, N. W., Washington, D. C., and continue thereafter at such times and places as said officer may determine.

By the Commission.

[SEAL] FRANCIS P. BRASSOR, Secretary.

[F. R. Doc. 1804—Filed, August 18, 1936; 12:48 p. m.]

*United States of America—Before the Securities and Exchange Commission*

At a regular session of the Securities and Exchange Commission, held at its office in the City of Washington, D. C., on the 17th day of August 1936.

[File No. 1-2416]

**IN THE MATTER OF PROVINCE OF BUENOS AIRES 6½% EXTERNAL SINKING FUND GOLD BONDS OF 1930, DATED FEBRUARY 1, 1930, DUE AUGUST 1, 1961 (UNASSENTED)**

**ORDER DIRECTING HEARING UNDER SECTION 12 (D) OF THE SECURITIES EXCHANGE ACT OF 1934, AS AMENDED**

The New York Stock Exchange having made application to the Commission under Rule JD2 to strike from listing and registration the 6½% External Sinking Fund Gold Bonds of 1930, dated February 1, 1930, due August 1, 1961, (Unassented), of Province of Buenos Aires; and

The Commission having directed that a hearing be held in this matter at which all interested persons should be given an opportunity to be heard, and that general notice thereof should be given;

It is ordered, that Robert P. Reeder, an officer of the Commission, be, and he hereby is, designated to administer oaths and affirmations, subpoena witnesses, compel their attendance, take evidence, and require the production of any books, papers, correspondence, memoranda, or other records deemed relevant or material to the inquiry, and perform all other duties in connection therewith authorized by law; and

It is further ordered, that the hearing begin at 10 o'clock A. M., Wednesday, September 9, 1936, in Room 1101, Securities and Exchange Commission Building, 1778 Pennsylvania Avenue NW, Washington, D. C., and continue thereafter at such times and places as said officer may determine.

By the Commission.

[SEAL] FRANCIS P. BRASSOR, Secretary.

[F. R. Doc. 1805—Filed, August 18, 1936; 12:48 p. m.]

*United States of America—Before the Securities and Exchange Commission*

At a regular session of the Securities and Exchange Commission held at its office in the City of Washington, D. C., on the 17th day of August A. D. 1936.

**IN THE MATTER OF AN OFFERING SHEET OF A ROYALTY INTEREST IN THE MOORE-MACK LEASE FILED ON JULY 25, 1936, BY THOMAS D. BROWN, & CO., RESPONDENT**

**ORDER FOR CONTINUANCE (UNDER RULE 340 (B))**

The Securities and Exchange Commission finding that the above offeror has requested a continuance of the hearing in the above entitled matter, and that its counsel concurs in that request, which matter was last set to be heard at 1:00 o'clock in the afternoon of the 17th day of August 1936, at the office of the Securities and Exchange Commission, 18th Street and Pennsylvania Avenue, Washington, D. C., and it appearing proper to grant the request;

It is ordered that the said hearing be continued to 10:00 o'clock in the forenoon of the 29th day of August 1936, at the same place and before the same trial examiner.

By the Commission.

[SEAL] FRANCIS P. BRASSOR, Secretary.

[F. R. Doc. 1783—Filed, August 18, 1936; 12:43 p. m.]

*United States of America—Before the Securities and Exchange Commission*

At a regular session of the Securities and Exchange Commission held at its office in the City of Washington, D. C., on the 17th day of August A. D. 1936.

IN THE MATTER OF AN OFFERING SHEET OF A ROYALTY INTEREST  
IN THE LOUAL-CARTER CRADDOCK FARM FILED ON JULY 27,  
1936, BY FREDRICK FALKIN & CO., RESPONDENT

## ORDER FOR CONTINUANCE (UNDER RULE 340 (B))

The Securities and Exchange Commission finding that the above offeror has requested a continuance of the hearing in the above entitled matter, and that its counsel concurs in that request, which matter was last set to be heard at 4:00 o'clock in the afternoon of the 17th day of August 1936, at the office of the Securities and Exchange Commission, 18th Street and Pennsylvania Avenue, Washington, D. C., and it appearing proper to grant the request;

It is ordered, that the said hearing be continued to 12:00 o'clock noon of the 29th day of August 1936, at the same place and before the same trial examiner.

By the Commission.

[SEAL]

FRANCIS P. BRASSOR, Secretary.

[F. R. Doc. 1784—Filed, August 18, 1936; 12:43 p. m.]

*United States of America—Before the Securities  
and Exchange Commission*

At a regular session of the Securities and Exchange Commission held at its office in the City of Washington, D. C., on the 15th day of August A. D. 1936.

IN THE MATTER OF AN OFFERING SHEET OF A ROYALTY INTEREST  
IN THE MID-CONTINENT-CAMPBELL FARM, FILED ON JULY  
24, 1936, BY GENERAL INDUSTRIES CORPORATION, LTD.,  
RESPONDENT

## ORDER FOR CONTINUANCE (UNDER RULE 340(B))

The Securities and Exchange Commission having been requested by its Counsel for continuance of a hearing in the above entitled matter, which matter was last set to be heard at 11:00 o'clock in the forenoon of the 14th day of August 1936, at the office of the Securities and Exchange Commission, 18th Street and Pennsylvania Avenue, Washington, D. C., and it appearing proper to grant the request;

It is ordered, that the said hearing be continued to 11:00 o'clock in the forenoon of the 29th day of August 1936, at the same place and before the same Trial Examiner.

By the Commission.

[SEAL]

FRANCIS P. BRASSOR, Secretary.

[F. R. Doc. 1794—Filed, August 18, 1936; 12:46 p. m.]

*United States of America—Before the Securities  
and Exchange Commission*

At a regular session of the Securities and Exchange Commission held at its office in the City of Washington, D. C., on the 14th day of August A. D. 1936.

IN THE MATTER OF AN OFFERING SHEET OF A ROYALTY INTEREST  
IN THE MARATHON—DAHL FARM, FILED ON JULY 24, 1936,  
BY T. G. THOMPSON, RESPONDENT

## ORDER FOR CONTINUANCE (UNDER RULE 340 (B))

The Securities and Exchange Commission having been requested by its Counsel for continuance of a hearing in the above entitled matter, which matter was last set to be heard at 2:00 o'clock in the afternoon of the 14th day of August 1936, at the office of the Securities and Exchange Commission, 18th Street and Pennsylvania Avenue, Washington, D. C., and it appearing proper to grant the request;

It is ordered that the said hearing be continued to 11:00 o'clock in the forenoon of the 29th day of August 1936, at the same place and before the same Trial Examiner.

By the Commission.

[SEAL]

FRANCIS P. BRASSOR, Secretary.

[F. R. Doc. 1801—Filed, August 18, 1936; 12:47 p. m.]

*United States of America—Before the Securities  
and Exchange Commission*

At a regular session of the Securities and Exchange Commission held at its office in the City of Washington, D. C., on the 17th day of August A. D. 1936.

IN THE MATTER OF AN OFFERING SHEET OF A ROYALTY INTEREST  
IN THE TEXAS-COOPER FARM, FILED ON JULY 27, 1936, BY  
CONTINENTAL INVESTMENT CORPORATION, RESPONDENT

ORDER TERMINATING PROCEEDING (UNDER RULE 340) THROUGH  
AMENDMENT

The Securities and Exchange Commission finding that the amendments to the offering sheet which is the subject of this proceeding filed with the said Commission are so far as necessary in accordance with the suspension order previously entered in this proceeding:

It is ordered, that the amendment dated August 12, 1936, and received at the office of the Commission on August 14, 1936, to Division II of the said offering sheet be effective as of August 14, 1936; and

It is further ordered, that the Suspension Order, Order for Hearing and Order Designating a Trial Examiner entered in this proceeding on August 3, 1936, be and the same hereby are revoked and the said proceeding terminated.

By the Commission.

[SEAL]

FRANCIS P. BRASSOR, Secretary.

[F. R. Doc. 1791—Filed, August 18, 1936; 12:45 p. m.]

*United States of America—Before the Securities  
and Exchange Commission*

At a regular session of the Securities and Exchange Commission held at its office in the City of Washington, D. C., on the 17th day of August A. D. 1936.

IN THE MATTER OF AN OFFERING SHEET OF A ROYALTY INTEREST  
IN THE STANOLIND ET AL.—SUENRUM LEASE, FILED ON JULY 20,  
1936, BY JOHN G. ELLINGHAUSEN, RESPONDENT

ORDER TERMINATING PROCEEDING (UNDER RULE 340) THROUGH  
AMENDMENT

The Securities and Exchange Commission finding that the amendments to the offering sheet which is the subject of this proceeding filed with the said Commission are so far as necessary in accordance with the suspension order previously entered in this proceeding:

It is ordered, that the amendment dated August 13, 1936, and received at the office of the Commission on August 15, 1936, to Division III of the said offering sheet be effective as of August 15, 1936; and

It is further ordered, that the Suspension Order, Order for Hearing and Order Designating a trial examiner entered in this proceeding on July 25, 1936, be and the same hereby are revoked, and the said proceeding terminated.

By the Commission.

[SEAL]

FRANCIS P. BRASSOR, Secretary.

[F. R. Doc. 1781—Filed, August 18, 1936; 12:43 p. m.]

*United States of America—Before the Securities  
and Exchange Commission*

At a regular session of the Securities and Exchange Commission held at its office in the City of Washington, D. C., on the 17th day of August A. D. 1936.

IN THE MATTER OF AN OFFERING SHEET OF A ROYALTY INTEREST  
IN THE BRITISH-AMERICAN—HAYES HIGHLANDS—RUSSELL  
PLACE, FILED ON AUGUST 4, 1936, BY FIRST DEPENDABLE OIL  
CORP., RESPONDENT

ORDER TERMINATING PROCEEDING (UNDER RULE 340) THROUGH  
AMENDMENT

The Securities and Exchange Commission finding that the amendments to the offering sheet which is the subject of

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this proceeding filed with the said Commission are so far as necessary in accordance with the suspension order previously entered in this proceeding:

It is ordered that the amendment dated August 14, 1936, and received at the office of the Commission on August 15, 1936, to Division II of the said offering sheet be effective as of August 15, 1936; and

It is further ordered that the Suspension Order, Order for Hearing and Order Designating a trial examiner entered in this proceeding on August 7, 1936, be, and the same hereby are, revoked and the said proceeding terminated.

By the Commission.

[SEAL] FRANCIS P. BRASSOR, Secretary.

[F. R. Doc. 1789—Filed, August 18, 1936; 12:45 p. m.]

*United States of America—Before the Securities and Exchange Commission*

At a regular session of the Securities and Exchange Commission held at its office in the City of Washington, D. C., on the 17th day of August A. D. 1936.

IN THE MATTER OF AN OFFERING SHEET OF A ROYALTY INTEREST IN THE GULF-MID CONTINENT HARTLE LEASE, FILED ON JULY 27, 1936, BY VIRGIL O. KING, INC., RESPONDENT

ORDER TERMINATING PROCEEDING (UNDER RULE 340) THROUGH AMENDMENT

The Securities and Exchange Commission finding that the amendments to the offering sheet which is the subject of this proceeding filed with the said Commission are so far as necessary in accordance with the suspension order previously entered in this proceeding:

It is ordered, that the amendment dated August 11, 1936, and received at the office of the Commission on August 12, 1936, to Division III of the said offering sheet be effective as of August 12, 1936; and

It is further ordered, that the Suspension Order, Order for Hearing, and Order Designating a Trial Examiner entered in this proceeding on July 31, 1936, be, and the same hereby are, revoked and the said proceeding terminated.

By the Commission.

[SEAL] FRANCIS P. BRASSOR, Secretary.

[F. R. Doc. 1780—Filed, August 18, 1936; 12:43 p. m.]

*United States of America—Before the Securities and Exchange Commission*

At a regular session of the Securities and Exchange Commission held at its office in the City of Washington, D. C., on the 15th day of August A. D. 1936.

IN THE MATTER OF AN OFFERING SHEET OF A ROYALTY INTEREST IN THE MID-CONTINENT—YOUNG FARM, FILED ON JULY 18, 1936, BY VIRGIL O. KING, INC., RESPONDENT

ORDER TERMINATING PROCEEDING (UNDER RULE 340) THROUGH AMENDMENT

The Securities and Exchange Commission finding that the amendments to the offering sheet which is the subject of this proceeding filed with the said Commission are so far as necessary in accordance with the suspension order previously entered in this proceeding:

It is ordered, that the amendment dated August 11, 1936, and received at the office of the Commission on August 12, 1936, to Divisions II and III of the said offering sheet be effective as of August 12, 1936; and

It is further ordered, that the Suspension Order, Order for Hearing, and Order Designating a Trial Examiner entered in this proceeding on July 24, 1936, be and the same hereby are revoked and the said proceeding terminated.

By the Commission.

[SEAL] FRANCIS P. BRASSOR, Secretary.

[F. R. Doc. 1795—Filed, August 18, 1936; 12:46 p. m.]

*United States of America—Before the Securities and Exchange Commission*

At a regular session of the Securities and Exchange Commission held at its office in the City of Washington, D. C., on the 15th day of August A. D. 1936.

IN THE MATTER OF AN OFFERING SHEET OF A WORKING INTEREST IN THE SOUTH 100 ACRES, BLOCK 493, FILED ON AUGUST 1, 1936, BY PENN PETROLEUM CORPORATION, RESPONDENT

ORDER TERMINATING PROCEEDING (UNDER RULE 340) THROUGH AMENDMENT

The Securities and Exchange Commission finding that the amendments to the offering sheet which is the subject of this proceeding filed with the said Commission are so far as necessary in accordance with the suspension order previously entered in this proceeding:

It is ordered, that the amendment dated August 11, 1936, and received at the office of the Commission on August 13, 1936, to Division I, Division II, and Exhibit A of the said offering sheet be effective as of August 13, 1936; and

It is further ordered, that the Suspension Order, Order for Hearing, and Order Designating a trial examiner entered in this proceeding on August 6, 1936, be and the same hereby are revoked, and the said proceeding terminated.

By the Commission.

[SEAL] FRANCIS P. BRASSOR, Secretary.

[F. R. Doc. 1796—Filed, August 18, 1936; 12:46 p. m.]

*United States of America—Before the Securities and Exchange Commission*

At a regular session of the Securities and Exchange Commission held at its office in the City of Washington, D. C., on the 17th day of August A. D. 1936.

IN THE MATTER OF AN OFFERING SHEET OF A ROYALTY INTEREST IN THE PHILLIPS ET AL.—GREGG FARM, FILED ON JULY 24, 1936, BY SOUTHWEST ROYALTIES COMPANY, RESPONDENT

ORDER TERMINATING PROCEEDING (UNDER RULE 340) THROUGH AMENDMENT

The Securities and Exchange Commission finding that the amendments to the offering sheet which is the subject of this proceeding filed with the said Commission are so far as necessary in accordance with the suspension order previously entered in this proceeding:

It is ordered, that the amendment dated August 12, 1936, and received at the office of the Commission on August 13, 1936, to Division III of the said offering sheet be effective as of August 13, 1936; and

It is further ordered, that the Suspension Order, Order for Hearing and Order Designating a Trial Examiner entered in this proceeding on July 31, 1936, be and the same hereby are revoked and the said proceeding terminated.

By the Commission.

[SEAL] FRANCIS P. BRASSOR, Secretary.

[F. R. Doc. 1782—Filed, August 18, 1936; 12:43 p. m.]

*United States of America—Before the Securities and Exchange Commission*

At a regular session of the Securities and Exchange Commission held at its office in the City of Washington, D. C., on the 17th day of August A. D. 1936.

IN THE MATTER OF AN OFFERING SHEET OF A ROYALTY INTEREST IN THE STANGLIND ET AL.—SUNERAM FARM, FILED ON JULY 14, 1936, BY JAMES W. TAIT CO., INC., RESPONDENT

ORDER TERMINATING PROCEEDING (UNDER RULE 340) THROUGH AMENDMENT

The Securities and Exchange Commission finding that the amendments to the offering sheet which is the subject of this

proceeding filed with the said Commission are so far as necessary in accordance with the suspension order previously entered in this proceeding:

It is ordered, that the amendment dated August 10, 1936, and received at the office of the Commission on August 13, 1936, to Divisions II and III of the said offering sheet be effective as of August 13, 1936; and

It is further ordered, that the Suspension Order, Order for Hearing, and Order Designating a Trial Examiner entered in this proceeding on July 21, 1936, be, and the same hereby are, revoked and the said proceeding terminated.

By the Commission.

[SEAL]

FRANCIS P. BRASSOR, Secretary.

[F. R. Doc. 1790—Filed, August 18, 1936; 12:45 p. m.]

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*United States of America—Before the Securities  
and Exchange Commission*

At a regular session of the Securities and Exchange Commission held at its office in the City of Washington, D. C., on the 17th day of August A. D. 1936.

IN THE MATTER OF AN OFFERING SHEET OF A WORKING  
INTEREST IN THE GILLIAM #1 FARM, FILED ON JULY 22,  
1936, BY H. F. WILCOX, RESPONDENT

ORDER TERMINATING PROCEEDING (UNDER RULE 340) THROUGH  
AMENDMENT

The Securities and Exchange Commission finding that the amendments to the offering sheet which is the subject of this proceeding filed with the said Commission are so far as necessary in accordance with the suspension order previously entered in this proceeding:

It is ordered, that the amendment dated August 11, 1936, and received at the office of the Commission on August 14, 1936, to Division II and Exhibit B of the said offering sheet be effective as of August 14, 1936; and

It is further ordered, that the Suspension Order, Order for Hearing and Order Designating a Trial Examiner entered in this proceeding on July 28, 1936, be and the same hereby are revoked and the said proceeding terminated.

By the Commission.

[SEAL]

FRANCIS P. BRASSOR, Secretary.

[F. R. Doc. 1788—Filed, August 18, 1936; 12:44 p. m.]

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*United States of America—Before the Securities  
and Exchange Commission*

At a regular session of the Securities and Exchange Commission, held at its office in the City of Washington, D. C., on the 15th day of August 1936.

[FILE NO. 2-2242]

IN THE MATTER OF AMERICAN CEREAL FOOD CORPORATION

STOP ORDER

This matter coming on to be heard by the Commission on the registration statement of American Cereal Food Corporation, Cameron Street, Clinton, Massachusetts, after confirmed telegraphic notice by the Commission to said registrant that it appears that said registration statement contains untrue statements of material facts and fails to state material facts required to be stated therein and fails to state material facts necessary to make the statements therein not misleading, and upon the evidence received upon the allegations made in the notice of hearing duly served by the Commission on said registrant, and the Commission having duly considered the matter, and finding that said registration statement contains untrue statements of material facts and omits to state material facts required to be stated and material facts necessary to make statements made not misleading, all as more fully set forth in the Trial Examiner's Report in this matter which is hereby adopted, and being now fully advised

in the premises, and the registrant having consented to the entry of a stop order,

It is ordered, pursuant to Section 8 of the Securities Act of 1933, as amended, that the effectiveness of the registration statement filed by American Cereal Food Corporation, Cameron Street, Clinton, Massachusetts, be and the same hereby is suspended.

By direction of the Commission.

[SEAL]

ORVAL L. DUBoIS, Acting Secretary.

[F. R. Doc. 1792—Filed, August 18, 1936; 12:45 p. m.]

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*United States of America—Before the Securities  
and Exchange Commission*

At a regular session of the Securities and Exchange Commission held at its office in the City of Washington, D. C., on the 14th day of August A. D. 1936.

IN THE MATTER OF AN OFFERING SHEET OF A ROYALTY INTEREST  
IN THE DERBY-SEEDLE FARM, FILED ON AUGUST 8, 1936, BY  
JOHN P. BOOTH, RESPONDENT

SUSPENSION ORDER, ORDER FOR HEARING (UNDER RULE 340(A)),  
AND ORDER DESIGNATING TRIAL EXAMINER

The Securities and Exchange Commission, having reasonable grounds to believe, and therefore alleging, that the offering sheet described in the title hereof and filed by the respondent named therein is incomplete or inaccurate in the following material respects, to wit:

In that you have misstated the amount of participation of each interest offered in barrels of oil in Item 1, Division II, by expressing it in M cubic feet of gas.

It is ordered, pursuant to Rule 340 (a) of the Commission's General Rules and Regulations under the Securities Act of 1933, as amended, that the effectiveness of the filing of said offering sheet be, and hereby is, suspended until the 14th day of September 1936; that an opportunity for hearing be given to the said respondent for the purpose of determining the material completeness or accuracy of the said offering sheet in the respects in which it is herein alleged to be incomplete or inaccurate, and whether the said order of suspension shall be revoked or continued; and

It is further ordered, that Charles S. Lobingier, an officer of the Commission be, and hereby is, designated as trial examiner to preside at such hearing, to continue or adjourn the said hearing from time to time, to administer oaths and affirmations, subpoena witnesses, compel their attendance, take evidence, consider any amendments to said offering sheet as may be filed prior to the conclusion of the hearing, and require the production of any books, papers, correspondence, memoranda, or other records deemed relevant or material to the inquiry, and to perform all other duties in connection therewith authorized by law; and

It is further ordered, that the taking of testimony in this proceeding commence on the 31st day of August 1936 at 10:00 o'clock in the forenoon of that day at the office of the Securities and Exchange Commission, 18th Street and Pennsylvania Avenue, Washington, D. C., and continue thereafter at such times and places as said examiner may designate.

Upon the completion of testimony in this matter the examiner is directed to close the hearing and make his report to the Commission.

By the Commission.

[SEAL]

FRANCIS P. BRASSOR, Secretary.

[F. R. Doc. 1800—Filed, August 18, 1936; 12:47 p. m.]

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*United States of America—Before the Securities  
and Exchange Commission*

At a regular session of the Securities and Exchange Commission held at its office in the City of Washington, D. C., on the 15th day of August A. D. 1936.

## FEDERAL REGISTER, August 19, 1936

**IN THE MATTER OF AN OFFERING SHEET OF A ROYALTY INTEREST  
IN THE PHILLIPS-BELLA CASA #1 FARM. FILED ON AUGUST  
10, 1936, BY HARRY A. GEORGE, RESPONDENT**

**SUSPENSION ORDER, ORDER FOR HEARING (UNDER RULE 340(A)),  
AND ORDER DESIGNATING TRIAL EXAMINER**

The Securities and Exchange Commission, having reasonable grounds to believe, and therefore alleging, that the offering sheet described in the title hereof and filed by the respondent named therein is incomplete or inaccurate in the following material respects, to wit:

1. In that Item 13, Division II, states that the three main formations in the Oklahoma City field are closely allied with producing formations in other fields, but that in the Oklahoma City field they lie at greater depths, carry larger gas volumes, with attendant high pressures, are thicker, somewhat more porous and more highly saturated. It is also stated that this difference will undoubtedly assure a greater ultimate recovery of oil per acre than is usual in most fields. There is nothing said about what other fields or producing formations therein are referred to, nor is it pointed out that these circumstances mentioned pertain to the older part of the Oklahoma City field, that the tract in question is in the newer north extension;

2. In that nothing is said in Item 13, Division II, about the gas volumes and pressures in the north extension, wherein they are much lower than in the older Oklahoma City field;

It is ordered, pursuant to Rule 340 (a) of the Commission's General Rules and Regulations under the Securities Act of 1933, as amended, that the effectiveness of the filing of said offering sheet be, and hereby is, suspended until the 14th day of September 1936, that an opportunity for hearing be given to the said respondent for the purpose of determining the material completeness or accuracy of the said offering sheet in the respects in which it is herein alleged to be incomplete or inaccurate, and whether the said order of suspension shall be revoked or continued; and it is further ordered, that Charles S. Lobingier, an officer of the Commission be, and hereby is, designated as trial examiner to preside at such hearing, to continue or adjourn the said hearing from time to time, to administer oaths and affirmations, subpoena witnesses, compel their attendance, take evidence, consider any amendments to said offering sheet as may be filed prior to the conclusion of the hearing, and require the production of any books, papers, correspondence, memoranda, or other records deemed relevant or material to the inquiry, and to perform all other duties in connection therewith authorized by law; and

It is further ordered, that the taking of testimony in this proceeding commence on the 31st day of August 1936 at 2:00 o'clock in the afternoon, at the office of the Securities and Exchange Commission, 18th Street and Pennsylvania Avenue, Washington, D. C., and continue thereafter at such times and places as said examiner may designate.

Upon the completion of testimony in this matter the examiner is directed to close the hearing and make his report to the Commission.

By the Commission.

[SEAL]

FRANCIS P. BRASSOR, Secretary.

[F. R. Doc. 1797—Filed, August 18, 1936; 12:46 p. m.]

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*United States of America—Before the Securities  
and Exchange Commission*

At a regular session of the Securities and Exchange Commission held at its office in the City of Washington, D. C., on the 14th day of August A. D. 1936.

**IN THE MATTER OF AN OFFERING SHEET OF A ROYALTY INTEREST  
IN THE CARTER-G. SMITH FARM. FILED ON AUGUST 8, 1936,  
BY GUY C. McBRIDE, RESPONDENT**

**SUSPENSION ORDER, ORDER FOR HEARING (UNDER RULE 340(A)),  
AND ORDER DESIGNATING TRIAL EXAMINER**

The Securities and Exchange Commission, having reasonable grounds to believe, and therefore alleging, that the offering sheet described in the title hereof and filed by the respondent named therein is incomplete or inaccurate in the following material respects, to wit:

offering sheet described in the title hereof and filed by the respondent named therein is incomplete or inaccurate in the following material respects, to wit:

1. In that in the estimation of recoverable oil in Division III no consideration has been given to the shrinkage due to liberation of gas from solution.

2. In that no reasons nor explanations have been given in Division III for the use of each particular factor in combination with each of the other factors in the estimation of recoverable oil.

3. In that the estimation of recoverable oil in Division III is incomplete in omitting geological data sufficient to establish the reasonableness of the assumption that the Wilcox formation will be productive on the lease involved.

4. In that no reasons or explanations are given in Division III to warrant the Wilcox in the Fitts Pool being compared with seven outstanding leases in the Seminole area.

5. In that the signature to Division II is not dated.

6. In that the date on Exhibit A is omitted.

7. In that Items 4 (c) and (d) in Division III are miscalculated.

It is ordered, pursuant to Rule 340 (a) of the Commission's General Rules and Regulations under the Securities Act of 1933, as amended, that the effectiveness of the filing of said offering sheet be, and hereby is, suspended until the 14th day of September 1936, that an opportunity for hearing be given to the said respondent for the purpose of determining the material completeness or accuracy of the said offering sheet in the respects in which it is herein alleged to be incomplete or inaccurate, and whether the said order of suspension shall be revoked or continued; and

It is further ordered, that Charles S. Lobingier, an officer of the Commission be, and hereby is, designated as trial examiner to preside at such hearing, to continue or adjourn the said hearing from time to time, to administer oaths and affirmations, subpoena witnesses, compel their attendance, take evidence, consider any amendments to said offering sheet as may be filed prior to the conclusion of the hearing, and require the production of any books, papers, correspondence, memoranda, or other records deemed relevant or material to the inquiry, and to perform all other duties in connection therewith authorized by law; and

It is further ordered, that the taking of testimony in this proceeding commence on the 31st day of August 1936, at 11:00 o'clock in the forenoon, at the office of the Securities and Exchange Commission, 18th Street and Pennsylvania Avenue, Washington, D. C., and continue thereafter at such times and places as said examiner may designate.

Upon the completion of testimony in this matter the examiner is directed to close the hearing and make his report to the Commission.

By the Commission.

[SEAL]

FRANCIS P. BRASSOR, Secretary.

[F. R. Doc. 1798—Filed, August 18, 1936; 12:46 p. m.]

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*United States of America—Before the Securities  
and Exchange Commission*

At a regular session of the Securities and Exchange Commission held at its office in the City of Washington, D. C., on the 14th day of August A. D. 1936.

**IN THE MATTER OF AN OFFERING SHEET OF A ROYALTY INTEREST  
IN THE MAGNOLIA-SMITH FARM. FILED ON AUGUST 8, 1936,  
BY GUY C. McBRIDE, RESPONDENT**

**SUSPENSION ORDER, ORDER FOR HEARING (UNDER RULE 340(A)),  
AND ORDER DESIGNATING TRIAL EXAMINER**

The Securities and Exchange Commission, having reasonable grounds to believe, and therefore alleging, that the offering sheet described in the title hereof and filed by the respondent named therein is incomplete or inaccurate in the following material respects, to wit:

1. In that in the estimation of recoverable oil in Division III no consideration has been given to the shrinkage due to liberation of gas from solution;

2. In that no reasons or explanations have been given in Division III for the use of each particular factor in combination with each of the other factors in the estimation of recoverable oil;

3. In that not sufficient explanation is given in Division III to indicate how each factor there used in the estimation of recoverable oil was determined for the particular tract;

4. In that the sand thickness of 290 feet used in Division III is contrary to known and published geological data;

5. In that the signature to Division II is not dated;

6. In that the date on Exhibit A is omitted;

It is ordered, pursuant to Rule 340 (a) of the Commission's General Rules and Regulations under the Securities Act of 1933, as amended, that the effectiveness of the filing of said offering sheet be, and hereby is, suspended until the 14th day of September 1936; that an opportunity for hearing be given to the said respondent for the purpose of determining the material completeness or accuracy of the said offering sheet in the respects in which it is herein alleged to be incomplete or inaccurate, and whether the said order of suspension shall be revoked or continued; and

It is further ordered that Charles S. Lobingier, an officer of the Commission, be, and hereby is, designated as trial examiner to preside at such hearing, to continue or adjourn the said hearing from time to time, to administer oaths and affirmations, subpoena witnesses, compel their attendance, take evidence, consider any amendments to said offering sheet as may be filed prior to the conclusion of the hearing, and require the production of any books, papers, correspondence, memoranda, or other records deemed relevant or material to the inquiry, and to perform all other duties in connection therewith authorized by law; and

It is further ordered, that the taking of testimony in this proceeding commence on the 31st day of August 1936 at 11:00 o'clock in the forenoon, at the office of the Securities and Exchange Commission, 18th Street and Pennsylvania Avenue, Washington, D. C., and continue thereafter at such times and places as said examiner may designate.

Upon the completion of testimony in this matter the examiner is directed to close the hearing and make his report to the Commission.

By the Commission.

[SEAL]

FRANCIS P. BRASSOR, Secretary.

[F. R. Doc. 1799—Filed, August 18, 1936; 12:47 p. m.]

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*United States of America—Before the Securities  
and Exchange Commission*

At a regular session of the Securities and Exchange Commission held at its office in the City of Washington, D. C., on the 17th day of August A. D. 1936.

IN THE MATTER OF AN OFFERING SHEET OF A ROYALTY INTEREST  
IN THE PHILLIPS-BELLA CASA #1 FARM, FILED ON AUGUST  
10, 1936, BY H. B. SEARS, RESPONDENT

SUSPENSION ORDER, ORDER FOR HEARING (UNDER RULE 340 (A)),  
AND ORDER DESIGNATING TRIAL EXAMINER

The Securities and Exchange Commission, having reasonable grounds to believe, and therefore alleging, that the offering sheet described in the title hereof and filed by the respondent named therein is incomplete or inaccurate in the following material respects, to wit:

1. In that Item 13, Division II, states that the three main formations in the Oklahoma City field are closely allied with producing formations in other fields, but that in the Oklahoma City field they lie at greater depths, carry larger gas volumes, with attendant high pressures, are thicker, somewhat more porous and more highly saturated. It is also stated that this difference will undoubtedly assure a greater ultimate recovery of oil per acre than is usual in most fields. There is nothing said about what other fields or producing formations therein are referred to, or is it pointed out that

these circumstances mentioned pertain to the older part of the Oklahoma City field and that the tract in question is in the newer north extension.

2. In that nothing is said in Item 13, Division II, about the gas volumes and pressures in the north extension wherein they are much lower than in the older Oklahoma City field.

3. In that the first three paragraphs on Page 1, Division II, have not been given extra prominence as required by the instructions for use of Schedule A under the Regulations.

4. In that the amount of oil each smallest fractional interest to be offered will be entitled to, is miscalculated in Item 1, Division II.

5. In that, by reason of Number 4 above, Items 16 (c) and (d) of Division II are incorrect.

It is ordered, pursuant to Rule 340 (a) of the Commission's General Rules and Regulations under the Securities Act of 1933, as amended, that the effectiveness of the filing of said offering sheet be, and hereby is, suspended until the 16th day of September 1936, that an opportunity for hearing be given to the said respondent for the purpose of determining the material completeness or accuracy of the said offering sheet in the respects in which it is herein alleged to be incomplete or inaccurate, and whether the said order of suspension shall be revoked or continued; and

It is further ordered, that Robert P. Reeder, an officer of the Commission, be, and hereby is, designated as trial examiner to preside at such hearing, to continue or adjourn the said hearing from time to time, to administer oaths and affirmations, subpoena witnesses, compel their attendance, take evidence, consider any amendments to said offering sheet as may be filed prior to the conclusion of the hearing, and require the production of any books, papers, correspondence, memoranda, or other records deemed relevant or material to the inquiry, and to perform all other duties in connection therewith authorized by law; and

It is further ordered, that the taking of testimony in this proceeding commence on the 1st day of September 1936, at 10:00 o'clock in the forenoon of that day, at the office of the Securities and Exchange Commission, 18th Street and Pennsylvania Avenue, Washington, D. C., and continue thereafter at such times and places as said examiner may designate.

Upon the completion of testimony in this matter the examiner is directed to close the hearing and make his report to the Commission.

By the Commission.

[SEAL]

FRANCIS P. BRASSOR, Secretary.

[F. R. Doc. 1785—Filed, August 18, 1936; 12:44 p. m.]

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*United States of America—Before the Securities  
and Exchange Commission*

At a regular session of the Securities and Exchange Commission held at its office in the City of Washington, D. C., on the 17th day of August A. D. 1936.

IN THE MATTER OF AN OFFERING SHEET OF A ROYALTY INTEREST  
IN THE PHILLIPS-BELLA CASA #2 FARM, FILED ON AUGUST  
10, 1936, BY H. B. SEARS, RESPONDENT

SUSPENSION ORDER, ORDER FOR HEARING (UNDER RULE 340 (A)), AND ORDER DESIGNATING TRIAL EXAMINER

The Securities and Exchange Commission, having reasonable grounds to believe, and therefore alleging, that the offering sheet described in the title hereof and filed by the respondent named therein is incomplete or inaccurate in the following material respects, to wit:

1. In that Item 13, Division II, states that the three main formations in the Oklahoma City field are closely allied with producing formations in other fields, but that in the Oklahoma City field they lie at greater depths, carry larger gas volumes, with attendant high pressures, are thicker, somewhat more porous, and more highly saturated. It is

also stated that this difference will undoubtedly assure a greater ultimate recovery of oil per acre than is usual in most fields. There is nothing said about what other fields or producing formations therein are referred to, or is it pointed out that these circumstances mentioned pertain to the older part of the Oklahoma City field and that the tract in question is in the newer north extension.

2. In that nothing is said in Item 13, Division II, about the gas volumes and pressures in the north extension wherein they are much lower than in the older Oklahoma City field.

3. In that the first three paragraphs on Page 1, Division I, have not been given extra prominence as required by the instructions for use of Schedule A under the Regulations.

4. In that the amount of oil each smallest fractional interest to be offered will be entitled to is miscalculated in Item 1, Division II.

5. In that, by reason of Number 4 above, Items 16 (c) and (d) of Division II are incorrect.

It is ordered, pursuant to Rule 340 (a) of the Commission's General Rules and Regulations under the Securities Act of 1933, as amended, that the effectiveness of the filing of said offering sheet be, and hereby is, suspended until the 16th day of September 1936; that an opportunity for hearing be given to the said respondent for the purpose of determining the material completeness or accuracy of the said offering sheet in the respects in which it is herein alleged to be incomplete or inaccurate, and whether the said order of suspension shall be revoked or continued; and

It is further ordered, that Robert P. Reeder, an officer of the Commission, be, and hereby is, designated as trial examiner to preside at such hearing, to continue or adjourn the said hearing from time to time, to administer oaths and affirmations, subpoena witnesses, compel their attendance, take evidence, consider any amendments to said offering sheet as may be filed prior to the conclusion of the hearing, and require the production of any books, papers, correspondence, memoranda, or other records deemed relevant or material to the inquiry, and to perform all other duties in connection therewith authorized by law; and

It is further ordered, that the taking of testimony in this proceeding commence on the 1st day of September 1936 at 10:00 o'clock in the forenoon of that day, at the office of the Securities and Exchange Commission, 18th Street and Pennsylvania Avenue, Washington, D. C., and continue thereafter at such times and places as said examiner may designate.

Upon the completion of testimony in this matter the examiner is directed to close the hearing and make his report to the Commission.

By the Commission.

[SEAL]

FRANCIS P. BRASSOR, Secretary.

[F. R. Doc. 1786—Filed, August 18, 1936; 12:44 p. m.]

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*United States of America—Before the Securities  
and Exchange Commission*

At a regular session of the Securities and Exchange Commission held at its office in the City of Washington, D. C., on the 17th day of August A. D. 1936.

IN THE MATTER OF AN OFFERING SHEET OF A ROYALTY INTEREST  
IN THE PHILLIPS-HOAGLAND FARM, FILED ON AUGUST 10,  
1936, BY H. B. SEARS, RESPONDENT

SUSPENSION ORDER, ORDER FOR HEARING (UNDER RULE 340 (A)),  
AND ORDER DESIGNATING TRIAL EXAMINER

The Securities and Exchange Commission, having reasonable grounds to believe, and therefore alleging, that the offering sheet described in the title hereof and filed by the respondent named therein is incomplete or inaccurate in the following material respects, to wit:

1. In that Item 13, Division II, states that the three main formations in the Oklahoma City field are closely allied with producing formations in other fields but that in the Oklahoma City field they lie at greater depths, carry larger gas volumes, with attendant high pressures, are thicker, somewhat more porous, and more highly saturated. It is also stated that this difference will undoubtedly assure a greater ultimate recovery of oil per acre than is usual in most fields. There is nothing said about what other fields or producing formations therein are referred to, nor is it pointed out that these circumstances mentioned pertain to the older part of the Oklahoma City field, and that the tract in question is in the newer north extension;

2. In that nothing is said in Item 13, Division II, about the gas volumes and pressures in the north extension wherein they are much lower than in the older Oklahoma City field;

3. In that the first three paragraphs on Page 1, Division I, have not been given extra prominence as required by the instructions for use of Schedule A under the Regulations;

4. In that the amount of oil each smallest fractional interest to be offered will be entitled to is miscalculated in Item 1, Division II;

5. In that, by reason of number 4 above, Item 16 (c) and (d) of Division II are incorrect:

It is ordered, pursuant to Rule 340 (a) of the Commission's General Rules and Regulations under the Securities Act of 1933, as amended, that the effectiveness of the filing of said offering sheet be, and hereby is, suspended until the 16th day of September 1936, that an opportunity for hearing be given to the said respondent for the purpose of determining the material completeness or accuracy of the said offering sheet in the respects in which it is herein alleged to be incomplete or inaccurate, and whether the said order of suspension shall be revoked or continued; and

It is further ordered, that Robert P. Reeder, an officer of the Commission be, and hereby is, designated as trial examiner to preside at such hearing, to continue or adjourn the said hearing from time to time, to administer oaths and affirmations, subpoena witnesses, compel their attendance, take evidence, consider any amendments to said offering sheet as may be filed prior to the conclusion of the hearing, and require the production of any books, papers, correspondence, memoranda, or other records deemed relevant or material to the inquiry, and to perform all other duties in connection therewith authorized by law; and

It is further ordered, that the taking of testimony in this proceeding commence on the 1st day of September 1936, at 10:00 o'clock in the forenoon, at the office of the Securities and Exchange Commission, 18th Street and Pennsylvania Avenue, Washington, D. C., and continue thereafter at such times and places as said examiner may designate.

Upon the completion of testimony in this matter the examiner is directed to close the hearing and make his report to the Commission.

By the Commission.

[SEAL]

FRANCIS P. BRASSOR, Secretary.

[F. R. Doc. 1787—Filed, August 18, 1936; 12:44 p. m.]

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*United States of America—Before the Securities  
and Exchange Commission*

At a regular session of the Securities and Exchange Commission held at its office in the City of Washington, D. C., on the 15th day of August A. D. 1936.

IN THE MATTER OF AN OFFERING SHEET OF A ROYALTY INTEREST  
IN THE TIDEWATER ET AL. STURTEVANT FARM, FILED ON AUGUST 10, 1936, BY LEIGH J. SESSIONS CORPORATION, RESPONDENT

SUSPENSION ORDER, ORDER FOR HEARING (UNDER RULE 340 (A)),  
AND ORDER DESIGNATING TRIAL EXAMINER

The Securities and Exchange Commission, having reasonable grounds to believe, and therefore alleging, that the offer-

ing sheet described in the title hereof and filed by the respondent named therein is incomplete or inaccurate in the following material respects, to wit:

In that the legend is incomplete on Exhibit A and does not indicate that the tract involved is not that delineated by the red line.

It is ordered, pursuant to Rule 340 (a) of the Commission's General Rules and Regulations under the Securities Act of 1933, as amended, that the effectiveness of the filing of said offering sheet be, and hereby is, suspended until the 14th day of September 1936; that an opportunity for hearing be given to the said respondent for the purpose of determining the material completeness or accuracy of the said offering sheet in the respects in which it is herein alleged to be incomplete or inaccurate, and whether the said order of suspension shall be revoked or continued; and

It is further ordered, that Charles S. Lobingier, an officer of the Commission be, and hereby is, designated as trial examiner to preside at such hearing, to continue or adjourn the said hearing from time to time, to administer oaths and

affirmations, subpoena witnesses, compel their attendance, take evidence, consider any amendments to said offering sheet as may be filed prior to the conclusion of the hearing, and require the production of any books, papers, correspondence, memoranda, or other records deemed relevant or material to the inquiry, and to perform all other duties in connection therewith authorized by law; and

It is further ordered, that the taking of testimony in this proceeding commence on the 31st day of August 1936, at 3:00 o'clock in the afternoon of that day at the office of the Securities and Exchange Commission, 18th Street and Pennsylvania Avenue, Washington, D. C., and continue thereafter at such times and places as said examiner may designate.

Upon the completion of testimony in this matter the examiner is directed to close the hearing and make his report to the Commission.

By the Commission.

[SEAL]

FRANCIS P. BRASSOR, Secretary.

[F. R. Doc. 1793—Filed, August 18, 1936; 12:45 p. m.]

